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[a1351]

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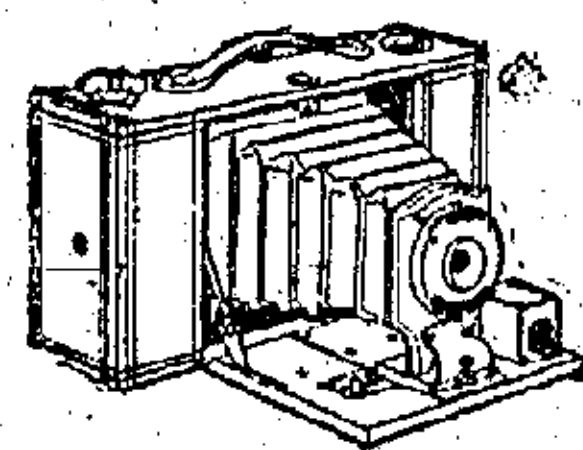


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The Daily Press.

HONGKONG, FEBRUARY 4TH, 1911.

In view of the early establishment of a
University in Hongkong more interest than
usual, perhaps, has been taken this year
in the information on educational topics
imparted to the public at the annual prize
distributions in the various schools of the
Colony; for it is to the schools of the Colony
that we must chiefly look for suitable
candidates for University training. A year
ago a Committee was appointed to consider
various details in connection with the
administration of the schools, and among
their recommendations was one that Queen's
College might well be developed on the lines
of a school primarily intended to feed the
University. "This end," the Committee said,
"will at present be best served by paying
special attention to the classes preparing
candidates for the Oxford Local Examinations."
Having regard to the criticisms occasion-
ally heard of the unsuitability of the
Oxford Local Examinations for Oriental
students, it is of interest to note that the
Committee were unanimous and that their
recommendations were approved by H. E.
the GOVERNOR. In his address at the
Queen's College prize distribution, His
EXCELLENCY confessed that in the past he had
sometimes had a little misgiving whether

the preparation for the Oxford Local Examinations did not tend towards "cramping," but in his further remarks on the subject His EXCELLENCY made it perfectly clear that, under the changed conditions at Queen's College, his misgiving would be dispelled and that he would attach considerable importance to these examinations. Quite rightly, we think. In the principal schools conducted in China by Englishmen, as well as at Home, it is recognised that these Oxford or Cambridge Local Examinations afford a useful test of a boy's knowledge, and the subjects, moreover, are generally of a useful character in which all boys educated in an English school—even in the East—ought to be well taught. We do not go with His EXCELLENCY to the extent of regarding them as a useful means of comparing results in the schools of the Colony with those obtained by other Colonies, unless we can have the assurance that in all schools the conditions under which the candidates are prepared are identical. For this reason we have not heretofore attached much importance to the secondary position which Queen's College has taken in these Examinations, in comparison with other schools of the Colony. Queen's College, by reason of its large and uneven classes, has evidently been seriously handicapped in competitions of this kind; but now that the time for preparation has been extended, and a new system of class promotion instituted, which will have the effect of promoting uniformity of standard among the pupils in a class, and tend also, we presume, to keep the higher classes within the manageable capacity of the teacher, we may confidently anticipate better results. We ought to be able to recognise Queen's College as the leading educational institution in the Colony by the results achieved, and we think the Government, the Director of Education and the Headmaster are to be commended for the improvements which are being instituted because they can hardly fail, we think, to enhance the efficiency and reputation of the College.

The general question as to whether the Oxford Local Examinations must necessarily produce the evils of "cramping" is one worth discussing. "Cramping" is a word which is very often loosely interpreted. What people who are not educationists mean by the term is intensive study before an examination—a stuffing of the mind with a mass of knowledge and facts in order to put on what, for want of a better term, may be called "examination polish." "You acquire," they say, "every little date and fact about a special subject, and within six weeks after the examination you have forgotten it all." But as a matter of fact you have not forgotten it all; what you have lost is the ability to reproduce your knowledge at a moment's notice. You never forget that you once had the knowledge, and you never forget where to find it. All our knowledge, except as specialists, is of that vague description. The "cramping" that is to be avoided and condemned is that which may be described as attention concentrated on furnishing boys with answers to particular questions which the examiner, by a careful examination of the papers for a series of years, may deem it likely that the examiners will set. This is the principle on which the well-known "coaches" WREN and GURNEY are said to have worked, but it is more probable that their successes were due in the first place to their ability to make the boys work in the best way, because they kept the best masters to teach them, and secondly to the fact that their classes were very small. The system adopted in the Army classes and the public schools is practically identical with the system of the examiners, but being unable, from financial and other reasons to do the thing as thoroughly, they became jealous of the examiners, and employed the term as an expression of opprobrium. Our point is that it is necessary to discriminate between intensive study and useless cramming. When the teacher is able to pick out the questions most likely to be set, and confine his attention to giving his pupils the answers to these questions—that is cramming in its worst form. So also is the teaching of useless subjects simply with the object of enabling students to pass in the number of subjects necessary to obtain the Oxford or Cambridge certificate. What is a useless subject may be a very debatable question, but we gather that the Education authorities of the Colony have well-defined views in this connection, and in all respects therefore, so far as Queen's College is concerned, the candidates who in future years present themselves for the Oxford Local

examinations should prove to be lads whose teaching has been sound, rather than superficial, and we ought to be able confidently to count upon the college fulfilling its appointed destiny as a feeder to the University. It is, in our restricted meaning of the term, infinitely easier to successfully cram for a school examination than for the Oxford local, and when it is urged that the scheme of the Oxford Locals is too ambitious for Oriental students we can only point in answer to the successes achieved by Chinese students in Hongkong, Shanghai, Chefoo or Weihaiwei, which, if we are not sadly mistaken, compare very favourably indeed with the percentages obtained by schools at Home. It is to the great credit of Chinese students if this be so, and we have only to add that if a sound Western education is to be provided in the British schools of the East we know of no better basis on which it can rest than the scheme of the Oxford Local Examinations.

S.M.S. Scharnhorst returned to Hongkong from Batavia yesterday.

Messrs. Burdill and Cumming arrived from Shanghai yesterday for the Baco.

Sir Pelham Warren, late His Majesty's Consul-General at Shanghai, with Miss Warren, is proceeding Home by the English steamer *Delhi*, which is now in port.

The Japanese Government has, says a Home journal, decided not to grant any more charters in the meantime for the formation of sugar manufacturing companies in Formosa, nor for the extension of existing sugar mills.

Before Mr. J. R. Wood at the Magistrate's yesterday Tin Chiu Sam, dairymen, of 43, Wellington Street, was summoned by Sanitary Inspector Coombes for selling skimmed milk as pure milk. Mr. G. K. Hall Brutton appeared for the defendant, and the hearing was adjourned pending the analysis of samples.

The Hanyang Iron Works, Hankow, is reported to have contracted to supply Japan with 100,000 tons of iron ore and 100,000 tons of pig iron a year for 20 years for use at the Japanese Government Steel Works at Wakatsuki. The Hankow Company also has a large contract to supply ore and pig iron to the Western Steel Corporation, Seattle, Washington.

Motor boats, writes the local Acting Consul, Mr. Dunn, are now much in evidence on the river at Bangkok, especially of the ferry boat type. Much experience has been gained locally in the last few years in the construction of these boats and in the type of engine suitable to local conditions, and it is expected that for many purposes the motor launch will ultimately supersede the steam launch.

A correspondent in Singan writes:—There is no more ideal spot in the world for automobiles than Tsingtau, with its 51 or 60 miles of excellent roads extending along the ocean front and into the adjacent mountains. These roads are greatly used in the summer by holiday-makers at this famous Far Eastern resort. However, there are only six automobiles in Tsingtau up date. While many persons speak of buying automobiles, the opportunity is so limited that they make the best of the situation and fall back on carriages, traps, dogs, and other vehicles.

Twenty of the leading manufacturers of machinery in Germany have combined to establish a joint agency at Shanghai, from which the whole of the Chinese market will be canvassed. A staff of mechanical engineers will be attached to the office. Among the firms participating in this project are the Berlin Anhaltische Maschinenbau Gesellschaft, of Berlin and Dessau, which builds power transmission plant, gas equipment, elevators and structural iron; the Saehische Maschinenfabrik Hartmann, of Chemnitz, manufacturers of locomotives and stationary engines, turbines, machine tools, wood-working machinery, spinning and weaving machinery, machinery for manufacturing artillery and small arms and ammunition, and ice-making machinery; the Reinecker machine tool works at Chemnitz, and the Ernst Schiess machine tool works at Dusseldorf.—*Commercial Intelligence* (London).

A PUBLICAN FINED.

Mr. H. Nicols, proprietor of the Imperial Hotel, was summoned before Mr. E. E. Hallifax at the Magistrate's yesterday for selling liquor during prohibited hours.

Sergeant Blackman deposed that at 1 a.m. on the 1st instant he looked through one of the bar windows and saw three glasses of liquor on the counter, behind which was a boy who handed some change to a customer. Witness then knocked at the door, and when he said he was a sergeant of police the lights were immediately put out. Two or three minutes later he saw eight persons come out of a side door.

Defendant stated that no liquor was sold after midnight, although he was drinking with some friends after that hour.

His Worship imposed a fine of \$50.

INCOME TAX PROTEST AT SINGAPORE.

A record house for the Victoria Theatre since its opening several years ago was secured last week, the *Strait Times* says, when the theatrical citizens assembled to show their appreciation of the opportunity afforded by the Singapore branch of the Straits Settlements Association to discuss the proposed income tax bill. For an hour and a half the matter was debated and resolutions expressing the strongest possible opposition were submitted and passed unanimously.

SUPREME COURT.

Friday, 3rd February.

IN SUMMARY JURISDICTION.

BEFORE MR. E. A. HAZELAND
(ACTING JUSTICE JUDGE).

A DISTANT DATE.

When the case of W. G. Humphreys & Co. against P. Soffetti & Co. for \$981.12, damages for breach of contract, was called, Mr. P. W. Goldring, who appeared for the defendant, asked his Lordship to fix a day some time in the far future, some three or four weeks ahead.

Mr. Harris (for plaintiff)—Yes, my Lord, I would like a definite date. It is rather important.

His Lordship—There are reasons why it should be fixed.

Mr. Goldring—Yes, about a month ahead.

His Lordship—Six weeks.

Mr. Goldring—About the middle of March.

His Lordship—How long will it take?

Mr. Goldring—Two days, I think.

His Lordship—March 13th and 14th. Any question about a jury?

Mr. Goldring—I don't think so, my Lord.

THE REMAND LIST.

The action by C. E. Warren & Co. against F. Reichmann for \$875 was mentioned.

Mr. Leo d'Almada asked his Lordship to fix a date.

Mr. Harris said there was no reason why it should not be placed in the remand list.

His Lordship agreed to this course.

MONEY DISPUTES.

In the action by W. S. Bailey & Co. against J. C. Logan for \$546.34 Mr. Jackson, who appeared for plaintiff, asked his Lordship to fix a date.

Mr. Leo d'Almada (for defendant)—I suggest it should be placed in the remand list.

Mr. Jackson—I don't think so. I have furnished my friend with full particulars. Money has been paid on account. There won't be any dispute when the time comes.

Mr. d'Almada—There will, my Lord.

Remanded.

LANDLORD AND TENANT.

Judgment was given in the action in which John Tatem, hotel manager for the King Edward Hotel, sued L. A. Boulter, inspector in the Naval Yard, for \$25, being one month's rent for a portion of 176, Queen's Road East. Mr. J. H. Gardiner appeared for the plaintiff and Mr. Reader Harris, of Messrs. Wilkinson & Grist, represented the defendant.

His Lordship said he must regard the contract as being an indivisible one, namely, rent of two rooms at \$25, which was evidently the intention of the parties. The fact that the only room was let after the defendant left did not take the case out of the rule of the law. His Lordship quoted cases in which it was held that the letting of a room when a tenant left without notice meant that the landlord did not consider the tenant owing tenancy any longer, and that such letting was equivalent to eviction of the tenant. Judgment in this case would therefore be for the defendant with costs, together with an order that the amount paid into Court by the defendant, namely, four dollars and three cents, should be paid to the plaintiff.

Mr. Harris said there should be judgment for the plaintiff for the amount paid into Court, defendant to have his costs from the date of payment into Court. That was the usual practice, though it might be against his interests. He had paid in the money denying liability, but on his Lordship's judgment he thought the plaintiff was entitled to five days' rent, because the decision which his Lordship had read were given before the Apportionment of Rent Ordinance, which allowed a landlord to recover from day to day.

His Lordship said it was a nice point, but if they were satisfied he would give judgment for plaintiff for the amount paid into Court.

Mr. Gardiner—I am also entitled to costs for the issue of the writ and my friend gets costs from the date of payment in.

Mr. Harris—The costs would be more for my client than the original claim, and your Lordship has power to grant costs on a higher scale.

His Lordship—I think your client should have given notice.

Mr. Harris—Of what, my Lord?

His Lordship—Of leaving.

Mr. Harris—She did, my Lord, it was all done verbally.

His Lordship—I shall make no further order as to costs.

JAPANESE TRADE IN 1910.

The exports of Japan during 1910 amounted to Yen 472,624,000, while the imports amounted to Yen 472,402,000, an excess of exports over imports of Yen 222,000. The exports show an increase of Yen 59,511,000, say, 14 per cent., and imports, of Yen 73,204,000, say, 20 per cent., as compared with the corresponding period of the previous year. In these figures the amount of trade between Chosen (Korea) and other parts of Japan is included.

LATEST STEAMER MOVEMENTS.

The Philippines Co. str. *Zafiro* left Manila on the 2nd instant, and is due here to-day p.m. The Bank Line str. *KumERIC* left Manila on the 2nd inst. for this port, and is due to arrive here to-morrow morning.

The Bank Line str. *Suerio* left Yokohama on the 29th ult. for Victoria, B.C., and is due to arrive there about the 14th inst.

The C.P. & N. Co. str. *Empress of China*, which left here on the 14th ult., arrived at Vancouver, B.C., on the 2nd inst.

The A. S. S. Co. str. *Albana* from New York to Hongkong direct passed the Canal on the 24th ultimo, and may be expected to arrive here on or about the 20th inst.

The str. *Glenfarg* from Antwerp and London passed the Canal on the 24th ultimo, and may be expected here on or about the 20th inst.

The str. *Glenfarg* left London for Hongkong via Straits on the 25th ultimo, and may be expected to arrive here about 10th prox.

ALLEGED OFFENCES AGAINST
BANKRUPTCY ORDINANCE.

Lam Cheong was proceeded against on summons by the Official Receiver before Mr. Hallifax at the Magistrate's yesterday for the alleged commission of a number of offences against the Bankruptcy Ordinance.

Mr. P. X. d'Almada a Castro (of Messrs. Almada & Smith) appeared for the Official Receiver, and Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) represented the defendant.

Mr. Harris said he presumed that this was a matter which would have to be committed if there was any case, therefore he would like to have the matter settled before the 9th.

His Worship—I expect it will be a long business.

Mr. Harris—There are only four or five witnesses, and I don't think I shall require to call any evidence.

His Worship—There are seven or eight charges.

Mr. Almada—Yes, as the result of the defendant's public examination.

His Worship—We cannot get through in an afternoon.

Mr. Almada—We might possibly get through in a couple of afternoons.

His Worship (to Mr. Harris)—You wish, if he is to be committed, to get the case down for this Session?

Mr. Harris—Yes.

His Worship fixed the hearing for Wednesday afternoon.

Mr. Harris—I presume the defendant will be tried on these charges? I do not wish my friend to amend them on Wednesday morning.

Mr. Almada—They may be amended.

Mr. Harris—I would rather that he amend them now.

Mr. Almada—The Official Receiver has drawn these charges, and they may have to be amended.

His Worship (to Mr. Harris)—I don't see that you can get an undertaking that they shall not be amended.

Mr. Harris—I can get a direction from your Worship.

Mr. Almada—I will give my friend ample notice.

His Worship—Mr. Almada will give as much notice as possible. We can leave it till Wednesday and see what happens. I don't feel at all confident that we will get through the case in time for the Session.

Mr. Harris—Will your Worship ask my friend to give me some indication as to what bankruptcy this is?

His Worship—No. 6 of 1910.

Mr. Harris—The charges are mostly incompressible, so it is possible that they are wrongly worded.

The hearing was fixed for Wednesday.

A WAR DEPARTMENT PROSECUTION.

Ramero Passos was charged before Mr. Hallifax at the Magistrate's yesterday with, on divers dates between August last year and January 25th this year, stealing eight steel girders valued at \$40, the property of the War Department.

Mr. J. H. Gardiner appeared for the accused, who pleaded guilty.

Mr. Gardiner informed the Court that the defendant had been in Government employ for some years, and that previously there had been nothing against him. In this instance he did everything possible after discovery, and all the girders were in the hands of the Department again.

His Worship—And that you plead in mitigation.

Mr. Gardiner—Yes, also the fact that he has borne an excellent character in the service, in which he has been for nearly eight years. I understand the prosecution are not pressing the charge.

Colonel Pickles of the Royal Engineers was there questioned by the Court.

I understand that all the gear has been recovered?—Yes.

Has the defendant assisted in getting the girders back?—Yes.

And it is on his information they were recovered?—Yes.

What was his position?—Store-master.

How did he get these things away?—It is his duty to issue stores, and he passed these out.

He is a man in a responsible position?—Yes.

How long has he been with you?—Seven years and ten months.

Has he a good character?—I understand a most excellent character.

Do the prosecution wish me to deal with the matter here?

Inspector Hanson—I understand that is the intention, but I would ask your Worship not to sentence the defendant now. Colonel Pickles and I found three of the girders through the instrumentality of the defendant, whose conduct, so far, has been all right. He had apparently repurchased three which had been sold, and sent them back to Lyomoon, but it would appear that he could not raise sufficient money to replace the rest. I want to proceed against the parties for receiving these things, and I would ask your Worship to allow him to give evidence against those parties.

His Worship—You want a remand?

Inspector Hanson—I should be glad if your Worship would defer sentence and allow me to proceed against the others.

Mr. Gardiner—I think it would meet the case if your Worship would convict the defendant and bind him over to appear before the Court when called upon. He is not likely to run away, as he has a wife here.

His Worship—I think it will be better to grant a three days' remand in police custody. I will remand the case until Tuesday morning at ten o'clock.

TELEGRAMS.

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[FROM THE "CHUNG NGOI SAN PO."]

PEKING AND THE PLAGUE.

PEKING, February 3rd.

Prince Pu Lun, President of the National Assembly, contemplates measures for the prevention of plague in the capital. He proposes to divide Peking into sections, to search for plague cases, to isolate them, and to establish hospitals. He also proposes that passengers arriving by train should be inspected.

SHANGHAI, February 3rd.

The leading citizens in Nanking are proposing the stoppage of trains between Peking and Hankow in order to prevent the spread of plague.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

THE PLAGUE.

INFLUENCE ON LONDON SHIPPING.

LONDON, February 3rd.

The plague in Manchuria is disastrously affecting the London chartering market so far as steamers to the Far East is concerned. Ships taking out cargoes depend for homeward freights on cargoes of soya beans, which trade has been paralysed by the plague epidemic.

THE NEW JERSEY EXPLOSION.

New York, February 3rd.

Nineteen persons were killed in the dynamite explosion in New Jersey.

THE POTSDAM INTERVIEW.

STATEMENT BY THE FRENCH FOREIGN MINISTER.

LONDON, February 3rd.

Mr. Pichon, replying in the French Senate to a question as to whether Russia informed France what was going to be transacted at the Potsdam interview, said: We were notified exactly that the Persian and Turco-Persian railways would be discussed. Russia kept us informed daily and completely of everything said at the interview. We have nothing to regret from the standpoint of the interests of France and peace in the result of the interview.

AMERICAN FINANCIAL ADVISERS FOR PERSIA.

LONDON, February 3rd.

A Teheran telegram stated that the Mejliss has voted a proposal to engage five American financial advisers.

L'ENTENTE CORDIALE.

LONDON, February 3rd.

M. Pichon in the French Senate said the Entente Cordiale was never more complete or more productive than to-day, and the political position of France was never better than it was to-day.

WEATHER REPORT.

On the 3rd at 12.05 a.m.—The barometer has risen generally, particularly over China. The depression is still shown over the Pacific to the N.E. of Japan, and an anti-cyclonic area now lies over the Yangtze valley. Pressure has reached the normal on the China coast, while it remains in considerable defect over Eastern Japan.

Strong monsoon may be expected along the China coast and over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	(N. winds, fresh; fine.)
Formosa Channel—	(N.E. winds, strong.)
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between	

THE BARMAID QUESTION.

INTERESTING MAGISTERIAL RULING.

Three test cases on the barmaid question were brought by the police before Mr. J. R. Wood at the Magistracy yesterday afternoon when I. Gruzman of the Central Hotel, M. Sternberg of the International Hotel, and E. F. Zollermayer of the Globe Hotel were summoned for employing barmaids on their licensed premises between 10.30 and 11.30 p.m. on January 22nd.

Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson & Grist) represented the defendant in each case, and pleaded not guilty on each summons.

The case against Mr. Gruzman, of the Central Hotel, was taken first.

Mr. Wodehouse explained that these were test cases, and if they fell through, it would be necessary to have the law amended so that they should know what the definition of a barmaid was.

Mr. Wodehouse deposed that at about 10.30 p.m. on January 22nd he stood outside the Central Hotel and looked inside the bar room, where he saw a woman sitting on a bench with a number of soldiers. She had no hat on, and appeared to belong to the house. He again visited the hotel at about 10.55 p.m. and saw one old and two young women behind the bar, and a number of customers drinking in the bar room.

Witness went in and asked the licensee to produce his license, and on referring to it drew the attention of the latter to the clause which stated that no barmaids should be employed. He then asked the licensee what the women were doing behind the bar, and was informed that they were his sisters. Witness did not see the women serving liquor, but he told the defendant that even the fact of the women being his sisters was no excuse for them serving as barmaids, and that publicans had been informed by the Government to that effect.

This closed the case for the prosecution. Mr. Grist stated that the summons in the case was taken out under section 15 of Ordinance 46 of 1909, which stated that a licensee should not employ any barmaid on his licensed premises. That was the charge that was brought against the defendant. Two questions arose. The first was, "What is a barmaid?" and the second, "Was any barmaid employed by the defendant?" The old woman behind the bar was the mother of the defendant, and the two young women were his sisters. The latter might be considered as barmaids if the prosecution showed in any way that they were employed there as barmaids. And it was surely necessary for the prosecution to prove that the women on the premises first of all were barmaids, and secondly that they were employed by the defendant. Employment implied that there was some contract or agreement. He could prove that although the licensee stood in the name of the defendant the two sisters were actually partners in the concern, and that they found part of the capital for the purchase of the goodwill.

His Worship—What do you want a ruling on? Mr. Grist—So far as I am concerned I don't ask for any ruling, but I think Mr. Wodehouse will probably want one.

His Worship—I think the evidence shows that the women were seen taking part in the business of the bar.

Mr. Grist—Take it that it is so.

His Worship—Then I should presume they were employed there by the management unless I have proof to the contrary.

The defendant was then called and sworn. He stated that his sisters were partners in the business, and that it was carried on for the mutual benefit of his mother, his sisters and himself. When Mr. Wodehouse visited the hotel his sisters were in the bar, but neither was serving liquor. One was playing the piano, and the other took money for liquor. He did not employ any women.

Cross-examined by Mr. Wodehouse: Did you inform the Licensing Board that your sisters were partners?—They did not ask me.

Did you inform the police?—No, I was not asked.

In reply to Mr. Grist witness stated that Mr. Messer was told who the partners in the business were.

His Worship—I am against you on these facts, Mr. Grist. (To Mr. Wodehouse)—Are you asking for a penalty?

Mr. Wodehouse—Yes. The fact is that the state of affairs in these public houses is the same as before this clause was put into the license. There seems to be some doubt as to whether we can prosecute them. On of the newspapers mentioned some time ago something about "door-step pavement attractions," and these are what we want to get rid of.

Mr. Grist—If your Worship finds against me on the facts I would ask that the penalty be a very small one.

His Worship—I think the Government issued some kind of a circular about this matter?

Mr. Wodehouse—I believe a circular was addressed to all public houses informing the licensees that their relatives would be included as barmaids.

His Worship imposed a fine of \$25.

Mr. Grist—Your Worship finds that the defendant actually employed these women?

His Worship—Yes.

Mr. Wodehouse—May I ask if your Worship holds that a woman entertaining customers on a bench constitutes a barmaid?

His Worship—That is beyond the question.

The summons against Mr. Sternberg of the International Hotel was next proceeded with.

Mr. Wodehouse gave evidence of a similar nature to that adduced in the first case.

Mr. Grist submitted that the case was not proved in any shape or form. There may have

been fifty women in the bar, but that would not be evidence of the defendant having employed a barmaid.

His Worship—Do you offer evidence or not? Mr. Grist—I don't offer evidence.

His Worship fined the defendant \$25.

A similar charge was preferred against E. F. Zollermayer of the Globe Hotel.

Mr. Wodehouse testified as to the facts.

Cross-examined by Mr. Grist:

Did the defendant tell you that his wife and the other woman had just come in?—I can't remember whether he did at the time, but he did afterwards.

Did you notice that one of the women had a cloak over her arm?—No.

There were no customers in the bar?—I can't remember.

Defendant stated that he had a partner named Weingarten. On the evening of the 22nd ultimo he left the premises before ten o'clock with his wife and his partner's wife, and returned with the women about eleven o'clock. There were no customers in the bar at that time and his wife and Mrs. Weingarten went behind the bar at his request. Neither his wife nor his partner's wife had acted as barmaids since December 1st.

Cross-examined by Mr. Wodehouse:

Are you ever had any women in your bar since December 1st?—No.

Has your wife, or your partner's wife, been in the bar since December 1st?—Only on one occasion.

And it is just an unfortunate coincidence that the only time I went there they were in the bar?—Yes.

His Worship dismissed the summons.

Mr. Grist—I don't know whether your Worship would give a ruling on this point: whether in the event of a publican's wife serving in the bar, she could be considered a barmaid.

His Worship—I am not prepared to give any ruling on it. The point has not arisen.

Mr. Grist—But your Worship has found that a person who is a partner in a concern, and on the premises assisting in the carrying on of that business, to be employed by the licensee. Can your Worship find that the wife of a man who is carrying on such a business, and who is part of himself, is employed by himself as a barmaid?

His Worship—I am not prepared to give any ruling.

Mr. Wodehouse—Is your Worship prepared to give a ruling as to whether a woman found in a bar room entertaining customers is a barmaid? That is the most important part of the case as far as the police are concerned.

His Worship—As long as such a woman can be shown to be taking a share in the business I would say she was a barmaid.

Mr. Grist—Even to the extent of playing the piano?

His Worship—Yes.

LOCAL SPORT.

FIXTURES AT A GLANCE.

LEAGUE CRICKET.

Yorks v. Romans, Happy Valley.

Police v. R.G.A., Happy Valley.

Craigongower v. Kowloon, Happy Valley, 2 p.m.

Tennis.

Craigongower—L. E. Lammer, H. H. Taylor, R. Pestonji, R. A. Carvalho, J. V. Brava, E. L. Braga, N. H. Viroach, L. A. Rosa, P. Currie, J. D. Norris, and R. Bass.

TRIANGULAR LEAGUE CRICKET.

Club A. Navy, Club Ground, 1.30 p.m.

Tennis.

Club—W. C. D. Turner, R. Hancock, H. Hancock, T. E. Pearce, R. E. O. Bird, A. A. Claxton, H. D. Sharpin, H. R. Makin, Rev. S. W. Payne, Mr. A. C. Leitch and F. Harrison.

OTHER CRICKET.

Kowloon "A." v. R.A.M.C.

SOLDIERS' CLUB BILLIARD TOURNAMENT.

The initial games in the match between 88th Company R. G. A. and Sergeants' Mess K. O. Y. L. I. were played on Thursday night, both resulting in a win for 88th Coy. In the first game Sergt. Parker, R. G. A., met Sergt. Roper of the Yorkshire Regiment, and a very interesting game was witnessed. Parker took the lead from the beginning and ran to his points with a margin of 67. The second game was contested by Sergt. Lamper, K. O. Y. L. I., and Gunner Snow.

This was a very dull game from the spectator's point of view, both players falling at easy shots when the balls were in a favourable position. Snow eventually won by 7 points. Scores:—

Sergt. Parker, 88 Coy. R. G. A., 250—Sergt. Roper, K. O. Y. L. I., 183; Gunner Snow, 88th Coy. R. G. A., 250—Sergt. Lamper, K. O. Y. L. I., 243.

ROYAL HONGKONG YACHT CLUB.

The seventh Club race will be sailed to-day. The course for the Handicap Class will be Channel Rocks (port), Cast Rock Buoy (port), Channel Rocks (star), Cast Rock Buoy (port), Meyer's East Buoy (port), 3 miles. Start 2.30 p.m. The probable competitors in this class are:—Dione, Mr. A. G. M. Fletcher; Iris, Commodore Eyles, R.N.; Erica, Mr. A. Denison; Ad, Col. Chapman; Kathleen, Officers, R.E.; Colleen, Hon. H. E. Pollock, K.C.; Min, Messrs. Tring and A. L. abster; and Ayasha, Capt. Loring. R.G.A. The One-Design Class will start at 2.40 p.m. and the course will be Mark Rock Quarry Bay (port), Cast Rock (star), Channel Rocks (port).

The following are the probable competitors:—Haleyon, Mr. A. B. Rose, Bonito II, Mr. H. W. Bird, Atlas, Mr. P. S. Jamieson, Alphas, Mr. R. Sutherland, Daphne, Officers, H.E.

THE VOLCANIC ERUPTION IN THE PHILIPPINES.

GREAT LOSS OF LIFE.

The telegraphic information which was published on Wednesday as to a volcanic eruption and tidal wave in the Taal region is amplified by the following particulars taken from the *Cablenews* of Tuesday's date:—

Six barques on the west shore of Lake Taal destroyed by the tidal wave following the eruptions of Mount Taal, and fully 500 Filipinos killed or drowned, is the report of an American school teacher who wired to this effect to the bureau of education yesterday afternoon. Some of the helpless ones who got too near the crater were burned to death.

The telegram also stated that the tidal wave on the lake is gradually receding. The latest reports late last night were that the cone was still active and the rumblings continued.

Several more quakes were felt in Manila last night, but did no damage.

THE TIDAL WAVE.

Lieutenant Henderson sent the following telegram:—

"Lieutenant Dominguez reports that one-third of the people in the barrio of Tibig, municipality of Lemery, were drowned as the result of the tidal wave following the volcanic eruption. Three children in the barrio of Panajulan were also drowned."

Major Sweet's telegram also contains the information that the vegetation about the shores of the lake has practically been destroyed, and that the people of Talisay have called upon the government for aid in procuring food.

S. Ternate, of the well-known shipping firm, Ternate & Co., of the waterfront, yesterday dispatched his coastwise steamer *Lemery* to Lemery with instructions to lend all possible aid to any of the probable sufferers of the Taal district.

THRILLING PERSONAL EXPERIENCES.

Clothed in scant raiment, and covered with a thick coating of mud and ashes, Onio Sullivan, chief clerk of the Philippines Medical School, and his wife arrived in the city yesterday (Monday) afternoon after a thrilling experience on the bank of Lake Taal, where Mount Taal's eruption has made a world's record in earthquakes since early Saturday morning.

Mr. and Mrs. Sullivan and Mr. and Mrs. J. D. Ward, the Taal excursion agents, slept in tents on the shore of the lake, four miles from the volcano, Sunday night, and, warned by the explosions of early Tuesday morning, made their escape in their night clothes amid a shower of mud and pumice vomited forth by the volcano. When interviewed by a *Cablenews* American representative yesterday afternoon Mr. and Mrs. Sullivan gave a graphic description of the explosion, the deluge of mud and rocks, and the effects of the subsequent tidal wave, which left tons of debris and scores of dead dogs, cats, goats and pigs many yards inland.

The party went to sleep in their tents at the shore of the lake despite the intermittent rumblings and in sight of the active and lurid cone on the island four miles distant. They were after existing experiences, and soon got them.

Shortly after 1.00 a.m. the first violent eruption roused them from their cot to behold a mass of fire belching from the cone. Molten lumps were shot into the air and fell back into the crater. Dense clouds of steam and smoke hung over the summit, and a beautiful electrical display followed. The volume of smoke rolled toward them across the lake, followed by the first shower of mud and pumice. They fled inland 200 yards up the hill, taking refuge in a native house.

The second eruption occurred less than an hour later, before they had fully attended to their brushes and strapped the mud off. This was far worse than the first, and the detonation and heat flashes were terrific, followed by a very oppressive gas formation.

The four then hid under the house. Later in the night the roar of the tidal wave reached their ears, and scores of earthquake shocks jarred them until daylight and after.

In the morning Mr. and Mrs. Sullivan and Mr. and Mrs. Ward went down on the shore, where their tents had been. Nearly everything had been washed away. Mr. Ward's houseboat, which had been anchored thirty feet from shore, was forty feet inland, turned over on its side.

The fate of the party had their sleep on the houseboat, as they had first planned, can be imagined. A launch was further ashore than the houseboat, and small boats were sighted inland. Dead animals were scattered all along the shore.

Mr. and Mrs. Sullivan found some clothing and got to Taal, whence they reached Manila by rail.

FEARS OF A SECOND MONT PELÉE.

A message from Camp McGrath dated Monday states:—

A peculiar noise awakened the post proper and the citizens of Ba'anras at an early hour. Immediately afterwards the worst shock of the series occurred. The heavens were darkened, while sheets of electric fire played here and there from the immense black pillar which shot suddenly upward.

The back pall slowly moved south-east and in an incredibly short time the entire sky was one dark cloud, through which we beheld a most magnificent display of electricity.

Many families remained up all night being fearful that a second Mont Pelée was about to materialize and others slept in tents to be ready for any emergency.

4.00 a.m.—The pillar of fire and the ugly black column through which the brightest star fades to nothingness was seen to turn its course and take a course directed eastward. The clouds though irregular are still severe enough to make one stagger if walking. Laups have been put out for fear of fire in case any of the buildings were thrown over and, as one soldier aptly expressed it, "The darn cork has blown out."

It is reported that there are forty big breaks in the earth's surface between Lemery and Baeoyon, and one man testified that he had seen several large enough to drop a carabao in and lose him from sight.

There was a report that Taal that six Americans were seen to leave their fate. Major Sweet of the Betangas detachment of Constabulary was at the scene and established a line of Constabulary to carry important news as all the telephone lines were down.

The assistant engineer of construction, Mr. Harding, had all his engines under steam during the night to convey people to a zone of safety if the occasion should arise.

The Americans of Lipa and along the section affected by the quakes are leaving by every train, and all trains had to have the assistance of a "pusher" engine to enable them to pass over the rails from the volcano, and even with that help it took one train over one hour and eleven minutes to go four miles.

The corn and other vegetables are drooping under their load of volcanic ash.

The volcano ashes cover everything from the lake and Tamaran and extending nearly to Manila, and early this Tuesday morning the steam and smoke is seething and boiling out in clouds which tower over the mouth of the volcano.

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

WES: AUSTRALIA PARLIAMENT SCENES.

London, January 18th.

Extraordinary scenes took place during the debate on the Redistribution of Seats Bill in the West Australian Parliament.

The Labour party obstructed the passage of the Bill for twenty-nine hours. Six members of the party were ejected, and the police were called in. In the end the Labourites withdrew in a body exhausted.

Progress was reported and the House adjourned.

THE RECENTLY DISCOVERED OILFIELDS NEAR SUZ.

London, January 18th.

The *Financial News* states that the Shell Transport Company are negotiating for the acquisition of the Gensah oilfield in Egypt. The company intends to erect a refinery at Suos and lay a pipe line from Gensah to Suos.

It is stated that the enterprise will open a new era in the petroleum industry of the world.

MR. HAROLD COX'S PARLIAMENTARY FIGHT.

London, January 18th.

Mr. Harold Cox, who is standing as an Independent Free Trade Unionist candidate for Cambridge University, in his election address says that he is a strong Free Trader, but Mr. Balfour's adoption of the Referendum makes it possible for him to co-operate wholeheartedly with the Tariff Reformers in defence of the constitution.

ACCIDENT ON A U. S. BATTLESHIP.

Washington, January 18th.

Eight men have been added to death in an accident on the battleship *Delaware*, while on a voyage from Guantanamo to Hampton Roads.

AMERICAN TARIFF AND CUSTOMS REGULATION.

Washington, January 18th.

It is stated with reference to the new Customs regulation with respect to textile samples, against which the British Foreign Office protested in September as requiring a revelation of trade secrets, that a new order will be drawn up in a few weeks time. The practical features of the old order will probably be retained.

It is stated that the importers have been invited to confer with the Treasury Department concerning the change, but few have evinced any interest.

Baltimore, January 18th.

A gathering here of the leading Democratic Senators and Members of the House of Representatives agreed that a revision of the tariff was necessary at the next Congress in order to maintain the advantage gained by the Democrats at the last election.

AFRICAN RAILWAY EXTENSION AND SLEEPING SICKNESS.

London, January 19th.

A conference on sleeping sickness is being held daily at the Foreign Office. It has been convened by the Imperial Government as a result of representations emphasizing the danger of the spread of the disease as a consequence of the construction of the Rhodesia-Katanga Railway.

Katanga is a town and district in the very heart of Africa between two head-streams of the Congo—below the Luapula issuing from Lake Bangweulu, and passing on through Lake Moero, and a more westerly Luabala, passing through a chain of lakes. Other names belong to the adjoining territories are Meiri's country, Kasongo, &c., all in the sphere of the Congo Independent State.

THE GREAT FEAT IN AVIATION AT 'FRISCO.

London, January 19th.

Mr. Ely's feat is regarded as remarkable, it being the first time that an aeroplane has alighted on and flown from a ship.

The aeronaut, guided by the cruiser "Syrén," landed on the deck lightly and easily.

AMERICAN POLITICS.

London, January 16th.

Mr. A. Lodge has been re-elected a Senator at Massachusetts after a sharp campaign, in which Mr. Roosevelt intervened with a vehement denunciation of Congressman Ames, who accused Mr. Lodge of corrupt practices.

HEAVY-WEIGHT CHAMPIONSHIP CONTEST.

London, January 19th.

In the fight for the heavyweight championship of the Empire at Olympia, Lang, the Australian, was disqualified in the first round for hitting his opponent, the asaman Curran, when the latter fell on his knee.

The fight was awarded to Curran.

THE NEW GOVERNOR-GENERAL OF CANADA.

London, January 19th.

The *Standard's* Ottawa correspondent says that the possible appointment of Prince Alexander of Teck as Governor-General of Canada is the subject of informal communications between Ottawa and Downing Street.

THE LABOUR THORN IN THE LIBERAL SIDE.

London, January 19th.

Mr. Kier Hardie, speaking at Cammock, said that the Labour members would insist on a reversal of the Osborne judgment. They would not accept payment of members as an alternative.

THE GOOD HEALTH OF THE BRITISH SOLDIER.

London, January 19th.

Speaking before the National Service League, Sir Thomas Gallway said he had just completed his report on the health of the Army. The British soldier, nowadays, was more healthy than he had ever been.

THE CHAMPAGNE RIOTS IN FRANCE.

London, January 19th.

The outbreak at Danery was due to the acute poverty of the agriculturists, who are without work through the failure of the vineyards and other causes. They complain that the big wine firms are importing foreign instead of relying only on local vineyards.

Later.

M. Briand has ordered immediate steps to be taken to avoid a repetition of the champagne riots. The Government is at a loss to understand the disorders, as relief had been voted and measures were being adopted against the adulteration of wines.

At Epervy, yesterday evening, there were further disturbances, the rioters marching to Hautville and smashing more casks, causing a flood of 8,000 gallons.

POLITICAL RIOTING IN MAURITIUS.

London, January 19th.

Political riots broke out in Mauritius, last evening, at Croupin and at Port Louis.

Today, the mob attempted to loot the shops. Troops are patrolling the town and restoring order.

Port Louis, Later.

The riots continued all the morning. The Banks are guarded by Royal Fusiliers. In the afternoon the riots abated. Troops are in possession of the town.

[The regiment stationed in Mauritius is the 3rd Battalion Royal Fusiliers (City of London Regiment).]

THE GERMAN SUBMARINE DISASTERS.

Berlin, January 19th.

It is officially stated that the submarine disaster was due to water from some unexplained cause flooding the engine-room, entering at a point where the ventilation tube is fixed in the side of the vessel. The oblique position of the boat upset the aid in the accumulators, and as a result, the place was filled with poisonous fumes. The two officers and the sailor were killed not from lack of oxygen, but through the penetration of the poisonous fumes.

London, January 20th.

The Kiel correspondent of the *Telegraph* says that there was much bitter comment in the dockyard, while the submarine was in danger, on the notion of the Reichstag, which was calmly discussing the abolition of the stokers' duty allowance of twenty pfennigs daily, the men comparing the allowances made to the crews in British submarines. "Our allowance is 'drink sea water,'" they said.

The Socialists in the Reichstag yesterday proposed the restoration of the allowance. Ministers opposed.

IMPATIENT WELSHMEN.

London, January 20th.

The leaders of the campaign for Welsh Disestablishment have issued a manifesto announcing that a great convention will be held at Cardiff on the 2nd proximo, with the view of demonstrating that a great majority of the nation demand first place, after the Veto Bill, for Welsh Disestablishment.

SHIP BURNED: CREW SAVED.

London, January 20th.

A British steamer has landed the crew of the steamer "Parisiana," which was burned at sea. NO AUSTRALIAN TROOPS FOR THE CORONATION.

Owing to the large expenditures for the purposes of defence, the Commonwealth Government have decided not to send troops to the Coronation.

THE BRITISH NAVAL MANOEUVRES.

London, January 20th.

The British Naval manoeuvres start to-day off the coast of Spain.

The opposing commanders are Admiral Sir William May and Admiral Sir Edward Po. Twelve admirals are taking part, with 23 battleships and 14 armoured cruisers.

THE AMERICAN DEMOCRATIC LEADER IN THE HOUSE.

Washington, January 20th.

The Democratic caucus has chosen Mr. Champ Clark as Speaker of the next Congress.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Code: H.B.C. 5th Ed. Fisher's.

NEW ADVERTISEMENTS

WANTED.

BOOK-KEEPER (Portuguese) for a Merchant's Office in Shanghai. Apply to—
"MERCHANT,"
Care of "Daily Press" Office,
Hongkong, 4th February, 1911. [275]

WANTED.

ON THE PREMISES AN UNFURNISHED HOUSE, Fire or Six Rooms. Apply—
"X. O."
Care of "Daily Press" Office,
Hongkong, 4th February, 1911. [277]

FOR SALE.

A BUOY and Complete Set of Moorings, including 2 anchors, 3 steel chains and shackles. Total weight about 18 tons 11 cwt. Apply to—
Box 35,
Care of "Daily Press" Office,
Hongkong, 4th February, 1911. [276]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Outline of the Week's News.

Leading Articles:
Chinese Women and Emigration.
An Interesting Prophecy.
The Anarchist Plot in Japan.
The Interrupted Imperial Tour.
Trade in the Philippines.
The British Parliament.
Random Reflections.
Hongkong News.
Hongkong Sanitary Board.
Tragic Death of Bank Accountant.
Sad Drowning Fatality.
The New Year Festivities at Canton.
Supreme Court.
The Wild Birds Prosecution.
The Trial of the Japanese Anarchists.
Tudine Convent Emergency Fund.
Hongkong Licensing Board.
Hongkong University.
Suicide at Wellington Barracks.
Rape and Murder Meeting at Kulangsa (Amoy).
Alleged False Pretences.
Alleged Theft on a French Steamer.
The Siberian Traffic.
Colonial Officers and Presents Company Report.
Hongkong, Canton and Macao Steamboat Company.
Hongkong Rope Manufacturing Co., Ltd.
Union Waterboat Company, Ltd.
Company Meeting.
The China Provident Loan and Mortgage Company, Ltd.
An Arson Charge.
Macao Affairs.
China New Year.
China's Revenue.
Sporting Notes.
Local Sport.
Fire at Wanchai.
Foonchow Notes.
The Philippine Shipping Trade.
Husband and Wife Case.
Trade-Marks in the Philippines.
The Plague.
The Riot in Hankow.
The Emperor William's Birthday.
Commercial.
Shipping.

Extra copies 30 cents each. Cash. Copies can be posted from this Office to addresses sent; including postage, 34 cents each. \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance; postage \$2. Hongkong, 4th February, 1911.

ELECTRIC MOTOR FOR SALE.

A 2½ h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. Apply—
MANAGER,
HONGKONG DAILY PRESS OFFICE,
Hongkong, 22nd November, 1910. [1307]

CANTON IMPORT AND EXPORT FIRMS sucht zu baldigen Eintritt, spezialisiert per 1. April a. c. tüchtigen Assistenten, welcher baltisch ist, selbstständig arbeiten. GEFL. ANGEBOTE unter, Care of "Daily Press" Office, Hongkong, 28th January, 1911. [249]

WANTED.

OFFICE Wanted, in Central Locality. Apply—
"X. Y. Z."
Care of "Daily Press" Office,
Hongkong, 23rd January, 1911. [215]

KOWLOON BUTCHERY.

WE beg to notify the residents of Kowloon that we now have on sale at our Kowloon Depot, Nathan Road.

AUSTRALIAN FROZEN

MEAT,

RABBITS, HARES,

HAM, BACON, &c., &c.

THE

DAIRY FARM CO., LTD.

[36]

GRACA & CO.

Dealers in
POSTAGE STAMPS,
PICTORIAL POST CARDS,
FLOWER SEEDS, TOYS, BOOKS,
MANILA CIGARS AND CIGARETTES.
27, Des Voeux Road,
HONGKONG-CHINA.
146]

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the Tenth Ordinary Meeting of SHAREHOLDERS in the Company will be held at the Company's Office, Victoria Buildings, THIS DAY (SATURDAY), the 4th February, 1911, at 12 Noon, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January, to SATURDAY, 4th February, (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors,
MOWBAY S. NORTHCOTE,
Secretary.
Hongkong, 4th February, 1911. [204]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary General Meeting of SHAREHOLDERS of this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 11th day of February, 1911, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 25th February, (both days inclusive), during which period no transfer of shares can be effected. JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd February, 1911. [274]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 21st February, at 12 o'clock No. N. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st February, both days inclusive. By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 24th January 1911.

NOTICES OF FIRMS

NOTICE.

ARRANGEMENTS have been made to Transfer the Business of our Hongkong Branch to Messrs BUME & REIF, Hongkong.

H. ROBITSEK & REIF,
Hongkong, 1st February, 1911. [263]

NOTICE.

IT IS HEREBY NOTIFIED that on This Date I have taken over the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE. All Business of the Toyo KISEN KAISHA will henceforward be Transacted by the Company's Office at King's Building.

K. MATSUDA,
Manager.
Hongkong, 27th January, 1911. [254]

NOTICE.

IT IS HEREBY NOTIFIED that on This Date the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE has been Transferred to Mr. K. MATSUDA, Manager, and the Business of the TOYO KISEN KAISHA will hereafter be conducted by him.

F. J. HALTON,
Agent.
Hongkong, 27th January, 1911. [265]

FOR SALE

RACE BOOKS, 1911.

Leather Covered \$2.00 each.
Cloth Covered 1.75
Paper Covered 1.00
May be had from NORONHA & Co.,
(Printers to the Hongkong Jockey Club).
KELLY & WALSH, LTD.
BREWSTER & CO., LTD.
Hongkong, 30th January, 1911. [254]

FOR SALE OR TO LET.

"KENNIS" 76A, PEAK, SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens; Croquet Lawn; 15 minutes' walk from Tram; 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter. Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 6th June, 1906. [111-112]

INTIMATIONS

G. R.
SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The backyards must have their Containing Walls lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street. The Government Lime-washing Contractor is prepared to Clean and Lime-wash floors at the rate of 95 cents per foot on application being made to the Secretary of the Sanitary Board. Dated this 1st day of February, 1911.
W. BOWEN-ROWLANDS,
Secretary.

COME TO MANILA

FOR THE CARNIVAL.

FEBRUARY 21-28, 1911.

Come and enjoy a week of fun and revelry. See the Righest and Best Show that has ever taken place in the Orient.

GREAT AEROPLANE FLIGHTS DAILY.

GLENN CURTIS BIFLAME-MARS, Aviator.
MAGNIFICENT PAGEANTS,
GRAND SOCIETY CIRCUS.
THE BAILES, FUN ON THE BENTERS.
Exhibits of AGRICULTURE AND MINERALS.
HORSE AND DOG SHOW, ATHLETIC SPORTS.

DON'T FAIL TO VISIT MANILA AT CARNIVAL TIME.

50 Dollars Round Trip on all Steamship Lines. [263]

JUST RECEIVED: ANOTHER SPLENDID PARCEL FOR EVENING DRESSES.

GOLD SILVER, GOLD and SILVER BEADED TRIMMINGS and SILVER SPANGLE TRIMMINGS, &c., &c.
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 19th January, 1911. [38]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1905. [1181]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandelers. Nos. 35 & 37, HING LOON STREET, (2nd St. west of Central Market). Telephone No. 515 [39]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form. PRICE ONE DOLLAR.
Hongkong, 29th October, 1910. [1229]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909. REVISED BY THE MEMBERS. PRICE - - - - \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years From 1874 to 1909. Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

TO LET

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1911. [116]

TO LET.

NETTLEWOOD, No. 55, Robinson Road. Furnished for about 9 months from March, 1911.
No. 11, BEACONSFIELD ARCADE, (Shop).
No. 23, BELLIOS TERRACE.
No. 17, MOSQUE JUNCTION.
No. 21 and 25, SHELLEY STREET.
"YALTA," from 1st April, 1911, fully furnished, with Grass Tennis Court and Garden.
No. 57, PRAYA GRANDE, Macao.
FOR SALE.—Tos Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 28th January, 1911. [118]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1911. [114]

HONGKONG CLUB.

NOTICE.

TO LET, from the 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned.
JAMES CRAIK,
Secretary.
Hongkong, 19th January, 1911. [209]

TO LET.

NO. 151, "MAGDALENE TERRACE," Magazine Gap. Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 2nd February, 1911. [268]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—
CHATER & MODY.
Hongkong, 7th December, 1910. [121]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Road, Central.
9, MACDONNELL ROAD, from 1st May. An OFFICE on 1st Floor, 16, Des Voeux Road, Central.

OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Cheong Road. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [113]

TO LET.

A FIRST CLASS COMMODIOUS SHOP at present in occupation of Messrs. Campbell, Moore & Co., Ltd. For particulars, apply to—
WEISMANN, LIMITED.
Hongkong, 3rd February, 1911. [273]

TO LET.

IN SHAMEN, BRITISH CONCESSION, CANTON.

A SIX-ROOMED HOUSE, situated in Central Avenue, suitable for Office and Residence.
For Sale Two Valuable Ground Lots, Middle Avenue.
For Particulars, apply to—
HERBERT DENT & Co.,
Canton.
Canton, 22nd September, 1910. [120]

TO LET FURNISHED.

"LEWKNOR," No. 116, Plantation Road, Peak, from April 15th next. Apply—
M. W. SLADE,
Prince's Buildings.
Hongkong, 26th January, 1911. [237]

TO LET—FURNISHED.

FROM THE MIDDLE OF APRIL.
"BICKTON," 117, The PEAK, FIVE ROOMS.
Apply—
L. N. LEEFE,
Care of Jardine, Matheson & Co., Ltd.
Hongkong, 18th January, 1911. [203]

報新外中港香
CHUNG NGOI SAN PO
Chinese Daily Press,
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the lotting by Public Auction Sale, to be held on MONDAY, the 6th day of February, 1911, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Hatten Road, in the Colony of Hongkong, for a term of 15 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of lots	Locality	Boundary encumbrance	Contents	Annual Rent	Upset Price.
1	Inland Lot No. 151, Above Victoria Battery, Hatten Road.	feet feet feet feet	60,000 (about)	34	7,300

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1184]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) ... Yen 5,250,000
Reserve Fund Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Swatow
Tainan
Kobe
Tamsui
Canton
Nagasaki
Tokyo
Foonchow
Oosaka
Shanghai
Keelung

HONGKONG OFFICE:
3, DES VOEUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 12th September, 1910. [1233]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000.
RESERVE FUND Gold \$3,250,000.
Gold \$6,500,000.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 " 3 " " "
For 3 " 3 " " "

N. S. MARSHALL,
Manager,
No. 9, Queen's Road, Central.
Hongkong, 16th January, 1911. [219]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [20]

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 12,378,100 (£1,031,500).
Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—
12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.

C. WOLDENH, Manager,
No. 15, Des Voeux Road Central.
Hongkong, 4th August, 1909. [24]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
STERLING \$1,500,000
SILVER \$16,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq.—Chairman.
ROBERT SHAW, Esq.—Deputy Chairman.
F. H. ARMSTRONG, Esq. S. A. LOY, Esq.
ANDREW FORBES, Esq. F. LIEB, Esq.
G. FRIEDLAND, Esq. W. LOGAN, Esq.
Hon. Mr. H. KESWICK G. H. MEDHURST, Esq.
C. E. LENSCHMANN, Esq. H. A. STIEB, Esq.

CHIEF MANAGER
Hongkong—N. J. STABB

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

N. J. STABB,
Chief Manager
Hongkong, 24th January, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent for 6 " 3½ " " "
for 3 " 3 " " "

WM. DICKSON,
Manager.
Hongkong, 27th April,

A Medical Officer



Debility, Nervous Exhaustion—

Certainly the absolute confidence of eminent doctors is evidence enough of the exceptional benefits imparted by Phosferine. Even doctors cannot do more to prove their confidence than by using Phosferine to remedy their own disorders. Could any proof be more definite, more convincing than the testimony of John Dodd, D.S.M., Medical Officer in the late South African War, who says: "After being shot through both lungs I was dangerously reduced, and I attribute it solely to Phosferine that I regained my usual health. I have proved the value of Phosferine in brain, nerve, and muscular exhaustion." This brilliant medical officer found Phosferine particularly serviceable for insufficiency of nerve force, and declares nothing was so suitable in combating fevers, chills, &c.

Not possible now

John Dodd, D.S.M. (late of the Medical Staff, 5th Imperial Yeomanry, 1st Brigade, South Africa), Ladysmith House, Wotton-le-Wear, writes:—"I have had considerable experience in the use of your invaluable remedy Phosferine, and it has proved particularly serviceable where there exists insufficiency of nerve force. This condition, often due to primary weakness, lays the system open to influenza, colds, neuralgia, rheumatism, indigestion, levers, and in remedying this predisposition I have found nothing so suitable as your preparation. Phosferine invariably goes to the root of the mischief direct. The certainty of its action is moreover an estimable feature. In debility and kindred ailments, caused by a reduced system, it has unprecedented power, and in my own case I can bear evidence to its exceptional value, and am indeed greatly indebted to its wonderful restorative properties. During the late war in South Africa, I was shot through both lungs and pericardium and that reduced me most dangerously; after taking Phosferine for about two months it brought me back to my usual health. I attribute this solely to the use of Phosferine. I have advised Phosferine in several cases, and proved its value in brain, nerve, and muscular exhaustion."—March 11, 1910.

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SOCIAL UNREST IN AMERICA.

THE RAPID GROWTH OF RICHES.

(FROM "THE TIMES" SPECIAL CORRESPONDENT IN AMERICA.)

That the possession of riches does not necessarily bring contentment either to a nation or to an individual is conspicuously illustrated by the present condition of the United States; for in proportion as the American people grows richer, it seems to grow more discontented, and it is impossible for one who knows this country well, on returning to it after an absence of some years, not to be struck by its extraordinary and feverish unrest. Politically it manifests itself in the revolutions and counter-revolutions within the ranks of the Republican Party which led to the catastrophe of the recent elections. Industrially it is evident in the general unrest in labour circles, so that it is difficult to speak of a wage-earner without hearing complaint of the tyranny of capital, or to the head of a concern employing a large number of men without being told of the "loosening of the bonds of authority" and the widening of the gulf between officials and employees. Socially the conditions show themselves in many ways. And it is a curious fact that, at least in the experience of your Correspondent, the symptoms are more marked in the West than in the East. The older, larger cities, also, like New York and Philadelphia, where the social order has been long established, the force of new currents in public opinion does not show so readily upon the surface. Certainly it is in the Western towns of what may be called the second grade that the irritability with the existing conditions is most evident and criticism most outspoken; and it must be remembered that the particular form of political rebelliousness known as insurgency was in its origin distinctively a Western product. In attempting to trace the troubles to their source one may discern them thus:—

THE CHANGE IN THE OLD ORDER.

The fundamental fact is that many people have grown rich too quickly. At any time up to the last few years it might generally be said that throughout the smaller towns of the country, especially in the West, the rich men, the most prominent citizens were the best men in each community. They might not be the most cultured, but they were men who had made their own way under hard conditions, who had "grown up with the country," who had built up large businesses by their own labour and were men of character and integrity. This, of course, was not universally true. Perhaps there never was a time when, in almost any Western town, one might not hear from the younger and more ambitious element, complaints that "what this place needs is a few first-class funerals," the meaning being that the older and richer men were too conservative and failed to use their wealth with sufficient freedom for the upbuilding of the community. But the criticism was in itself a justification of the general statement. The "leading men" did have an inclination to be conservative. They had made their own fortunes slowly by laborious effort; and, when all was said, the public respected them. Now a new condition has arisen.

In the decade from 1897 to 1907, and especially in the first few years of the new century, fortunes were made with great rapidity—in a few weeks, a few months or in a year or two. They were the result of the extraordinary rise in all values, and were to a large extent the fruit of bold speculation or at least of speculative methods in the conduct of legitimate business. It was no longer a case of laborious effort and slow upbuilding; and the men who thus became suddenly rich were of a type different from that of the successful men of the preceding generation. It was as if chance drew a certain number of thousands of names almost at random out of a hat once in every six months for a period of some five years, and said, "These men shall be millionaires next spring." Of course, many fortunes were being made, as they still are, by the same old sound laborious way, and it is not intended to suggest that the men who seemed to be almost blindly selected by chance were not in truth selected by virtue of gifts of their own. But the qualities required in them were not the qualities which ordinarily bring success in times of normal development.

EXTRAVAGANCE OF THE NEWLY-MADE.

The newly rich who thus came into their estates, without the long years of stern training in business economies, were conscious of no responsibilities, and not unnaturally they began spending, and are spending to-day, with a lavishness formerly undreamed of; and this is, more than anything else, which has contributed to the general extravagance in the United States, and to the almost universal raising of the scale of living. But, what is even more important, the attitude of the public towards the rich men is different from its attitude towards the rich men of the older type. Without saying anything so absurd as that all these newly rich are unworthy of their fortunes or are using them in unworthy ways, one cannot help seeing that the example set by many of them is unedifying. We know that something of the same sort is occurring also in other countries. Any one who has spent some time at an English seaside resort of recent years knows that the most undesirable and disorderly class of visitors to be found among those who come down in costly motor-cars, but who are in Great Britain the unfortunates are comparatively few, they are here constantly in evidence; and there is no doubt that the people resent them, their manners and extravagances, intensely. The public feeling can perhaps best be explained by analogy.

THE CARELESS-BAG RICH.

After the close of the American Civil War, in what is known as the Reconstruction Period, the defeated South was over-run by a horde of Northern politicians sent down to fill the various offices and to put the administrative machinery of a Government in operation again. They were, of course, looked upon as slaves by the white men of the South, and from the fact that they presumably carried all their worldly goods in carpet-bags, were generally known as "carpet-baggers." Though there were undoubtedly excellent men among them, it was inevitable that there should be many of another sort, and the finer feelings of the South were perhaps more outraged by what it was compelled to go through in the days of Reconstruction than by the actual defeat in the war. "Carpet-baggers" was a name, and remains a name of contempt and loathing. In, let it be granted, less degree, but in much the same spirit, the American people as a whole now look upon the new—the "carpet-bag"—rich. There is something of the same feeling that these men have been thrust upon the country by accident, as it were, and from outside. They are not the ruling class to which the people have been accustomed. It resents being over-run by them. It recognizes, even if it does not always formulate it in words, that the wrong people are "on top." It is this feeling which is at the root of much of the present discontent. It voices itself in the clamour against a "special interest," and the much the same influence of the high tariff in helping the rich to get richer and in raising the cost of living.

THE WESTERN POINT OF VIEW.

That the West should feel and resent the change in conditions even more than the East

is intelligible. Until recently life, even in the larger towns of the Middle West, was comparatively primitive and domestic; the standards were still the standards of the earlier days and a certain simplicity of taste marked the living even of the rich. Fortunes have, however, been made as rapidly there as in the East; and individual examples of lavish living are necessarily more conspicuous in the smaller communities, and the sudden change to a new plane of expenditure has there been more acutely felt. The population of nearly all Western towns has increased rapidly in the past decade, but the character of the towns has changed out of all proportion to the increase in population; and the West feels that whatever is bad in the new conditions is not of its making. It blames Wall-street for the extravagances of the speculative mania and for the violent fluctuations in values. The panic of 1907 is believed, and rightly, to be purely a Wall-street affair, and it felt itself seriously wronged because in the financial stringency which followed, it was obliged to suffer through no fault of its own. Individual business men of Iowa, of Minnesota, or of Kansas may be bold and speculative as any New York gambler and no less willing to make money quickly; but collectively the Western agricultural States look on Wall-street as an alien thing, and it arouses their wrath that its corrupting influences should pervade, as it is supposed to pervade, the affairs of the nation, and even more, that their own affairs, the prices of wheat and corn and of all staples, should be subject to its manipulation, and that it should be able at one time to plunge the whole country into depression and at another to force the prices of commodities up to a point where it becomes difficult for the mass of people to live upon its income.

AMERICA'S PROBLEMS NEW.

It would be idle to deny that the majority of the more serious minded Americans regard the present trend of things with grave foreboding, and one may occasionally hear predictions of the inevitability of some great social calamity which may take the form of a financial panic worse than any which the country has known or of a terrific class war. Much of this despondency is but the usual misgivings of an older generation, common to all countries and all ages, contemplating the new-fangled and fitful ways of a younger. There presumably never was a time when the world was not going to the dogs. Nor is your Correspondent, after thirty years of familiarity with the American people, in good and bad times alike, inclined to sympathize with the most gloomy of the prophets. What does seem certain, however, is that the United States is now confronted with problems which are new, and in the solution of which the experience of other nations (even if the American people were ever inclined to profit by the experience of others) will be of little use. Unrest and discontent in a people down-trodden and poverty-stricken would not be much of a novelty; but here we have a people conspicuously restive and discontented while conspicuously well-to-do.

THE WORLD'S COTTON CULTIVATION.

The report on the "Present Position of Cotton Cultivation," which was presented by Professor G. C. Dunstan, Director of the Imperial Institute, to the International Congress of Tropical Agriculture held in Brussels last May, has been published by the International Association of Tropical Agriculture and Colonial Development. To it are appended special reports on the present position and prospects of cotton-growing in each of the actual and potential cotton-producing countries of the world. It is shown that at present the subtropical produce the majority of cotton of the quality required by the Lancashire manufacturer—namely, the United States and Egypt. Information is given as to the present condition of cotton cultivation in both these countries. Emphasis is laid on the fact that in the United States the industry has had the great advantage of the assistance of an efficient Government Department of Agriculture, whose labours have contributed in no measure to surmount the many obstacles with which American cotton cultivation has had to contend. In Egypt the absence of any Government Department of Agriculture to afford guidance to the cultivator and to conduct experiments is deplored, although credit is given for much valuable work to the Khedivial Agricultural Society. In a footnote it is stated that the Egyptian Government has now decided to create the Agricultural Department which has been so long needed. It is understood that Mr. G. C. Dunstan, Inspector of Agriculture in West Africa, who in that capacity has been attached to the Imperial Institute, has been chosen as the first Director General of Agriculture in Egypt. The problems to be solved in connection with Egyptian cotton-growing are discussed, and reference is made to the great possibilities presented by the Anglo-Egyptian Sudan for bringing a large area of that country under cotton cultivation.

PROSPECTS IN THE BRITISH EMPIRE.

The prospects of cotton-growing in the British Empire have been discussed in Professor Dunstan's report to Parliament of last year. In the present report they are separately considered, as is also the position in India. Attention is again directed to the importance of continued experimental work under Government auspices, since the problem in most countries is to establish an acclimated type of cotton suitable for the purposes of the manufacturer. Progress, though slow, appears to be satisfactory. In Nyasaland success seems to have been achieved, a new cotton, to be known as "Nyasaland Upland," having been established. This cotton is said to be in some respects superior to the best "American Upland" and to satisfy all the requirements of Lancashire. The prospects in Uganda are mentioned as of special promise, and the progress made in West Africa is referred to, attention being drawn to the developments which are likely to occur through the opening of the Northern Nigeria railway now approaching completion. Accounts are given of cotton cultivation in French, German, Dutch, Portuguese, and Italian Colonies, and also in South America, the South Sea Islands, Japan, and China. In China it is stated that the production of a coarse cotton has now reached 600,000,000 lb. annually, and the effects of an extension of this cultivation are considered.

A PROMISING FIELD FOR COTTON.

Asia Minor is spoken of as a promising field for the growth of cotton, of the "American Upland" type, and in this connection reference is made to Professor Dunstan's previous report on the subject, and especially to the openings for cotton cultivation presented by the great plain of Cilicia. The importance of the work of the British Cotton-Growing Association is dwelt upon, and it is satisfactory to learn that its operations by the conditional grant of £10,000 a year for a term of years. It is also understood that the Chancellor of the Exchequer has under consideration the question of assisting British enterprise in the Sudan in operating on a large scale in a cotton-growing district of that country, in respect of which, as has been recently pointed out in these columns, Great Britain has an important vested interest and responsibility.—British Trade Review.

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THE GYROSCOPE IN AEROPLANE CONTROL.

In the aeroplane of Paul Regeard, French engineer, the gyroscope is applied indirectly to give automatic stability. The fly-wheel is mounted in a gimbal frame, and an electric battery of eight or ten cells keeps it in motion in a horizontal plane at the rate of about 10,000 revolutions per minute. As the aeroplane is tipped, the gyroscope continues to rotate in the horizontal plane. The vertical shaft, however, makes one of four electrical contacts, and this acts in operation the righting mechanism; two of the contacts controlling the longitudinal balance, and two the lateral balance. The action promptly restores the machine to its normal position. A gust of wind, for example, may incline the front of the aeroplane downward, but the prompt closing of the electric circuit tips the rear wings forward, and equilibrium is recovered.

NEW LIFE-IN-CITY ISOLATION.

The new beginning of life on an isolated island is eagerly watched by naturalists, and now the Selborne Society has been able to study the new flora of a building site near the centre of London. The lot was cleared about two years ago. Since then 28 species of flowering plants and ferns have established themselves on it, and mosses, liverworts and other simple plants have appeared. Besides plants commonly distributed by the wind, the bracken—a fern difficult to transplant—has sprung up, presenting a new problem for botanists.

MICROSCOPIC STUDY OF SOUND.

A novel use has been found for the famous speech records of the Vienna Academy of Sciences. This great collection of phonograms was designed to preserve the spoken languages of all lands, with the idioms and variations of dialect, but on magnifying sections of records 1000 times, additional value was brought out in new light on the theory of sound. The "A" of the human voice was shown to be differently formed from that of the frog's croak, while new revelations are expected from the study of the voice in disease and of minute variations of dialect.

FOOD TO KEEP TEETH.

That the method of taking food, as well as the food itself, has a great effect on the teeth has been pointed out by Dr. J. Sim Wallace in a paper to British dentists. Dental caries result from the action of bacteria that rapidly multiply in starch, sugar and other fermentable carbohydrates in contact with the teeth, and the dentist may divide food into two classes—one tending to leave viscous and fermentable carbohydrates about the teeth, and the other acting to brush them away. This suggests that food may be so chosen and eaten as to prevent tooth decay. Each meal should have sufficient hard food to stimulate mastication, with its excellent effect on gums, jaws, teeth and alimentary canal generally, and should end with some article tending to remove the sticky carbohydrates from teeth and mouth. The pap-feeding of children is to be condemned. It is suggested that for breakfast fish, bacon, toast, butter, coffee and tea should take the place of the customary milk, porridge, bread and marmalade; and that other meals should have a larger proportion of hard foods.

A BEAN OF AFRICAN CHIEFS.

The new bean described by Ang. Chevalier grows underground to the size of a very small pea in a small region of Central Dahomey, Western Africa. It proves to be a species of vauvau, a genus hitherto represented by only one species, which produces single-seeded underground pods, both pod and seed being edible, and is cultivated in Brazil and Surinam as well as over much of Africa. The new species has been grown and sold locally under the name of "doi." The pod produced at the root of the plant has the form of a small American peanut, and has but one or two seeds, usually white, though sometimes black, red or variegated. They have an agreeable taste.

STEEL ENGRAVING BY ELECTRICITY.

Hardened steel dies are produced by electrolytic etching in a recently patented German process. A die block of hard steel is first made, and this is placed in contact with a plaster of Paris reverse model made conducting, by saturation with sal ammoniac. With the special dynamo, with a capacity of 30 amperes at 1 to 15 volts, the die-block is etched to a depth of 1/4 in four or five hours.

A NEW ADHESIVE.

An artificial gum which forms a highly adhesive paste with cold water is prepared by J. Kantorowicz, according to his French patent, by treating desiccated starch or starchy material with acid or alkali to increase the adhesiveness. Such material as potatoes or flour is mixed with water, and then heated as by passage in a thin layer over steam-heated rollers—so as to convert the starch first into paste and then into desiccated flakes, that can be peeled off and ground hydrochloric acid may be added to the original mixture in the proportion of half a pound for each 100 pounds of potatoes, or 2 pounds of powdered sodium carbonate for each 100 pounds of flour may be mixed with the coarsely powdered flaky mass from the rollers. The rollers have a temperature of 110 to 120 degs. Cent. The proportion of acid or alkali, or other chemical reagent, can be varied for different degrees of adhesiveness of the final product, and a little experimenting may be necessary to get the most satisfactory results.

A WATER-MAIN SCRAPER.

The method of cleaning water mains devised by E. A. Adamson, British engineer, has been approved for its labour-saving possibilities. An opening 9 feet long is made in the main, a bracket is fixed to each end of the opening, these brackets carrying two rails and a screw of coarse pitch, and a petrol engine is so mounted on the

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rails that its shaft is central in the tube. A scraping knife with four cutters is pushed along as the screw is turned by a hand wheel. The engine rotates the knife as it is fed into the pipe, the apparatus in long lengths resembling a boring machine. As much as 200 yards on each side of the hole may be cleaned, and this at the rate of about 300 yards a day.

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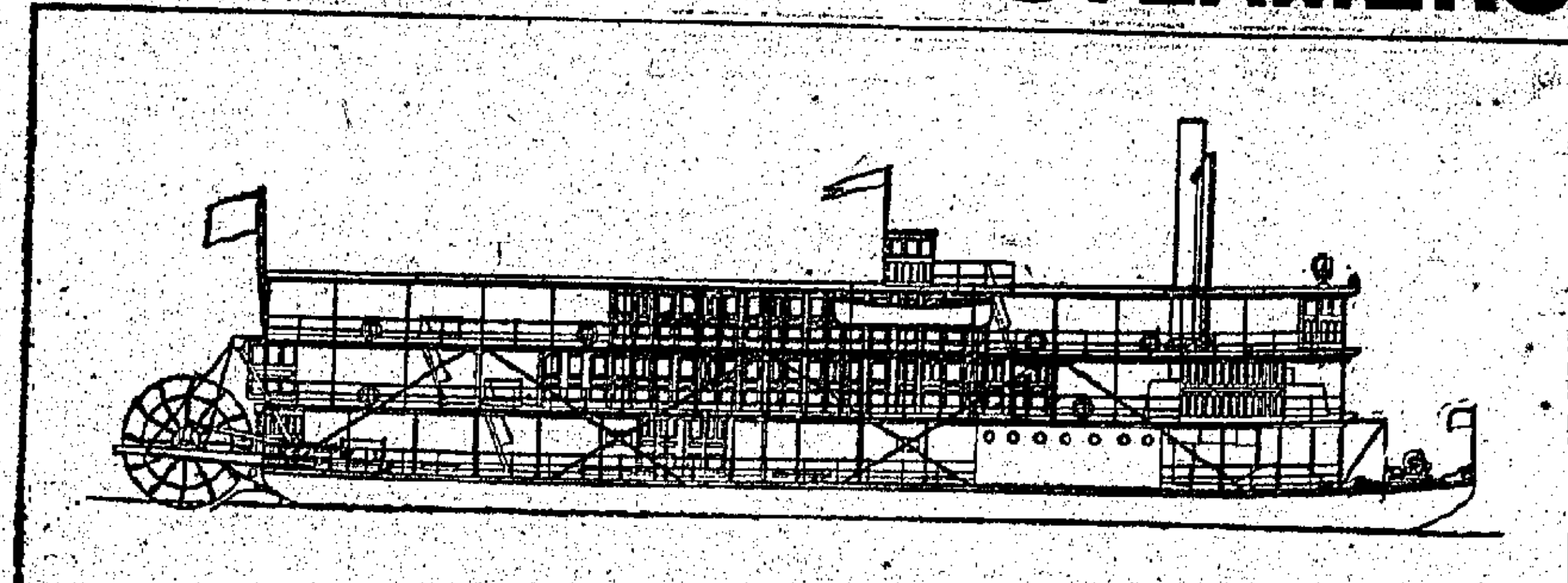
The body-building power of Bovril proved to be equal to from 10 to 20 times the weight of the Bovril taken.

"The results of the experiments conducted at the request of the Local Government Board for Ireland during the past year, in the School of Physiology, Trinity College, Dublin, as to the nutritive value of Bovril, and communicated to the British Association at Sheffield ('Times' report, September 1910), have created considerable interest amongst the Medical Profession. 'In order to secure a decisive result, the tests were carried out on dogs because, owing to the easier control of the diet and the absence of 'disturbing influences, mental and physical, much more exact results can be obtained on animals than on human beings. The dogs were first brought to a constant weight on dried dog biscuit mixed with known quantities of water. 'Bovril—from 24 to 74 grammes—was then added to the food, with the result that the weight of the animals went up as much as 50 to 100

'grammes, or, in round numbers, 10 to 20 times the weight of the Bovril given. 'Afterwards Bovril was discontinued, and the animals fell back to the original weight. Compared with the effect of hard-boiled white of egg, it was found that from 8 to 10 times as much by weight of the latter had to be given to obtain the same increase in weight, or, taking the dried organic solids in the two foods, from 2 1/2 to 4 times as much egg-white had to be given to obtain the Bovril effect. 'In several of the experiments there was a retention of reserve nitrogen, and in all an increased utilization of other foods. 'It was therefore concluded that Bovril had both a direct and an indirect nutritive value, the latter by causing a more complete digestion and absorption of the other food given."

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IS A SURE SIGN OF STOMACH DISORDER

Have you a furred tongue, with a nasty taste in your mouth, and a dull, heavy feeling? Have you lost your appetite, lost your vigour, lost your interest in life? If so, your stomach is out of order and it must be toned up and strengthened, or worse will follow. Mother Seigel's Syrup is the very remedy you need. The herbal extracts it contains make it the finest stomach and liver tonic in existence.

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It quickly restores those organs to working order and thus it makes food nourish you, cleanses your tongue, raises your vitality, restores your strength, gives you the vigour and glow of health. Mrs. R. Frise, 14, Richmond Terrace, Albert Rd., S. Woodford, has had over fifteen years' experience as a nurse and she says: "I know of nothing that is anything like so good, for stomach or liver troubles, as Mother Seigel's Syrup."

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**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

AND

CHRONICLE 1911.

FOR

**China, Japan, Corea, Indo-
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The **DIRECTORY** covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which are illustrated by numerous photographs. Tourists, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each country and Port, is also arranged to fill in the value of Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,882, \$10.00. Directory only pp. 1,360, \$6.00.

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PLAN OF KOREDO CONCESSION, SHANGHAI
PLAN OF HONGKIEW (SHANGHAI) with inset
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SINGAPORE
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Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1876; Convention, 1880; Convention, 1891; Tait Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France.—Tientsin, 1858; Convention, 1860; Tientsin, 1883; Conventions, 1886, 1887 and 1895; Frontier Trade Regulations.

United States.—Tientsin, 1858; Additional, 1869; Peking, 1890; Immigration, 1894; Commerce, 1904.

Germany.—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan.—Shimonoseki, 1895; Liaoning Convention, 1895; Commercial, 1896; New Port, 1896; Commercial, 1900.

Russian: St. Petersburg, 1891; Russian Land Trade, 1891.
 Portugal, 1888; Commercial Treaty, 1904.
 FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895;
 Russian, Agreements as to Corea; United States, Extradition Treaty, 1896; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876;
Japan, 1904 and 1905. United States, 1882;
Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856, 1899 and 1909, France,
1868 and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention,
1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.
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Orders in Council for Government of H.B.M.'s
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Rules of H.B.M.'s Supreme and other Courts

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**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kidd, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. H. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lieut. Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Master H. R. Vale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. Adair-Hall, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nichols, Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. E. D. G. V.C., Hongkong.

Aart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Monro, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,509 h.p., Lt.-Comdr. G. C. Heathcote, Hongkong.

Kent, armoured cruiser, 9800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Paragua, on route to Hongkong.

Kinslia, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 5 guns, 1,400 i.h.p. Capt. P. C. Learmonth, Hongkong.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.), 27,000 C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, on route to Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.

Mooreen, river gunboat, 180 tons, 2 guns, i.h.p. 900, Lieut.-Com. (r) G. P. Leitner, W. River.

Newcastle, 2nd class cruiser, 4,00 tons, turbine, Captain George P. E. Hunt, D.S.C., Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillierden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,500 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. B.

Hartford, Hongkong.
 Wildgeon, gunboat 195 tons, 2 guns, 800 h.p.
 Lt.-Comdr. M. H. Wilding, Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.
 Lieut.-Comdr. B. R. Brooke, Yangtze.
 Woolark, gunboat, 150 tons, 2 guns, 550 h.p.
 Lieut.-Comdr. G. F. A. Mulock, Yangtze.
 Leipzig, cruiser, Captain Engel
 Luobis, gunboat 850 tons, 10 guns, 1,344 h.p.
 Captain Böken
 Selarunhorst, armoured cruiser (dagger-ship).
 11,420 tons, 52 guns, 26,000 h.p., Kapitän
 Zur See Mass

AUSTRIAN.
Kaiserin Elisabeth, Austrian protected cruiser,
4,000, Froggattenkapitan Oskar Hansa.
Northern Waters
Panther, third class cruiser, 1,530 tons, Fre-
gattenkapitan, Theodor Skerl Edl. von
Schmidtheim

FRENCH.
Achéron, armoured gunboat, 1,830 tons, 9 guns,
1,700 h.p. Lieut. Bertrand Saigon

Alger, 2nd class cruiser, 4,320 tons, 22 guns
5,100 h.p., Commander Fournier, H'kong
Alouette, gunboat, 508 tons, 7 guns, 490 h.p.
Commander Badin, Saigon
Argus, river gunboat, 180 tons, 6 guns, 570 h.p.
Lieut. Andouard
Baionnette, gunboat.
Cimotore, gunboat, 140 tons, Reserve, Saigon
Caracarde, gunboat, 184 tons, Reserve, Saigon
Décidé, gunboat, 520 tons, 10 guns, 900 h.p.
Lieut. de Rivière, Shanghaï

Duplex, armoured cruiser, 7,578 tons, 26 guns,
 17,000 h.p.
 Desaix, armoured cruiser, 7,578 tons, 26 guns,
 17,000 h.p.
 D'Therville, gunboat
 Estac, gunboat, 141 tons, Reserve, Haiphong
 Esturgeon, sub-marine, 70 tons, 60 h.p., Lient
 Combet, Saigon
 France, destroyer, 300 tons, 7 guns, 6,300 h.p.

Saigon
 Henri Rivière, river gunboat, 150 tons, 6 guns
 152 h.p., Haiphong
 Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre,
 Saigon
 Montcalm, armoured cruiser, (flagship) 9,367
 tons, 36 guns, 19,600 h.p.; Rear Admiral
 de la Grèce, de Götter, (Commandant in

de la Croix de Castries (Commandant-in-Chief)
Mangrove, surveying-ship, 1,625 tons, 10 guns,
300 h.p., Commander Ragot de la Touche,
Saigon
Mouquet, destroyer, 300 tons, 7 guns, 6,300
h.p., Commander de la Roche Kerandron,
Saigon
Oly, river gunboat, 170 tons, 8 guns, 500 h.p.
Lieut. de Minardville, Upper Yangtze
Poche, river gunboat, 130 tons, 4 guns, 230 h.p.
Lieut. Fauch, Tongku
Poula, river gunboat, 20 tons, 60 h.p., Lieut. Ma-

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p.
Commander Mortelon, Hongay.
Protée, sub-marino, 70 tons, 60 h.p., Lient
Morris, Saigon
Redoutable, battleship (reserve), 9,330 tons,
37 guns, 6,200 h.p., Capt. Drouet, Saigon

Styx, armoured gunboat, 1,800 tons, 8 guns
 1,600 h.p., Lieut. Seriot, Saigon.
 Takon, destroyer, 280 tons, 6 guns 6,500 h.p.,
 In Reserve, Saigon
 Tsuban, torpedo-boat, Commander Mortenol,
 Hongay
 Ustéran, torpedo-depot, Lieut. Bibet, Cap
 Saint-Jacques
 Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.
 Lieut. Dumoulin, Sikiang

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Malayan Companies

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Anglo-Malay
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Banteng
Bata Caves
Data Kawan
Data Tiga
Bernam Selangor
Bernam Perak
Do. Ordinary
Bidor .....	...
Blands Selangor .....	...
Bukit Cioh .....	...
Bukit Mertajam .....	...
Bukit Kertajayan .....	...
Bukit Rajah .....	...
Bukit Selangors .....	...
Cassfield .....	...
Chanak Salak R. and .....	...
Chermesse .....	...
Cheviot .....	...
Chofa Rubber .....	...
Cieily Ordinary .....	...
Preferred .....	...
Consol. Malay .....	...
Damanisara .....	...
Domisto van .....	...
Enbb. Selangor .....	...
Fed. Selangor .....	...
Gua Keco R. Est. .....	...
Garing (Malacca) .....	...
Goelonth .....	...
Golden Hope .....	...
Gula-Kulumpang .....	...
H. and Lowlands .....	...
Inch Kenneth .....	...
Johore Padi .....	...
Johore R. Lands .....	...
Jong-Lander .....	...
Jugra (Ordinary) .....	...
Juru Estates .....	...
K'pong Kuantan .....	...
Kampung "A" .....	...
Do. "B" .....	...
Kapar Para .....	...
Kellas .....	...
Kepong .....	...
Killinghall
Kinta Kellas
Kinang
Klin-Kellas
Kota Tinggi
Kota Thina
Kuala Tampian
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CHINA

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Shanghai	Wuhu	Lappa
Chinwangtao	Kewking	Samshei
Taku	Hankow	Kongmoon
Antung	Yochow	Nanning
Manchurian	Shashi	Wuchowfu
Trade Centres	Kehing	Kwanghsawan
Newchwang	Chungking	Pekhoi
Taiwan	Ningpo	Hailow
Port Arthur	Ninpo	Lungchow
Chiaofoo	Wenchow	Mingtee
Welaishai	Santu	Hokow
Kiaochau	Poochow	Szemoa
Tsinanfu	Amoy	
Mukden	Swatow	
Shanghai		

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamsui	

EASTERN SIBERIA

Vladivostok	Nicojewsk	
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CHOSEN

Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinnampo
Kunsan	Pingyang	Songhin

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA:

Hanoi	Annam	Tourane
Haiiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu
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BORNEO

Sarawak	Labuan	British N. Borneo
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STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley		
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MALAY STATES

Pohore	Sungei Ujong	Selangor
Jahang	Jelebu	Pernak

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British	Gordian	Austrian
French	Japanese	United States
	Siamese	Italian

OFFICERS OF COAST AND RIVER STEAMERS
The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.
A feature in the 1911 Edition are the **CLASSIFIED LISTS OF TRADES AND PROFESSIONS** at the larger Commercial Centres.

The
ALPHABETICAL LIST of RESIDENTS
contains the names of over
20,000 FOREIGNERS—
carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS
have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:—
COLORATED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
MAP OF YOKOHAMA
MAP OF KORE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

Measures, and other Commercial Information
include—

TREATIES WITH CHINA
Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet-Sikkim Convention, 1890; Burma Convention, 1885; Kowloon Extension, 1898; Weihaiwei, 1908; Extension Commercial, Shanghai, 1902; Emigration Convention, 1904.
France.—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887 and 1895; Frontier Trade Regulations, United States.—Tientsin, 1858; Additional, 1860; Peking, 1880; Immigration, 1894; Commercial, 1903.
Germany.—Tientsin, 1861; Peking, 1890; Kiaochow Convention, 1898; Railway and Mining Convention, 1898.
Japan.—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1903.
Russian.—Petersburg, 1881; Russian Land Trade, 1881.
Portugal, 1888; Commercial Treaty, 1904.
FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extension Treaty, 1896; Great Britain, (Alliance) 1906; Russia (Peace Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1892
Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856, 1890 and 1900, France, 1908 and 1904; Japan, 1893; Russia, 1859.
Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam
Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hong-Kong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Bälken

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AUSTRIAN.

Kaiserin Elisabeth, protected cruiser, 4,000, Fregattenkapitän Oskar Hansa

Northern Waters

Panther, third class cruiser, 1,530 tons, Fregattenkapitän, Theodor Skerl Edl. von Schmidthelm

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon

Alger, old class cruiser, 4,320 tons, 32 guns, 10,000 h.p., Commander Fournier, H'kong

Alouette, gunboat, 506 tons, 7 guns, 470 h.p., Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 520 h.p., Lieut. Andouard,

Baignonette, gunboat.

Cimétière, gunboat, 140 tons, Reserve, Saigon

Caronade, gunboat, 184 tons, Reserve, Saigon

Décidé, gunboat, 530 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai

Dupleix, armoured cruiser, 7,573 tons, 25 guns, 17,000 h.p.

Dessai, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p.

D'Esterville, gunboat

Etoile, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon

France, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marz, Saigon

Montcalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries, Commandant-in-Chief

Manche, surveying-ship, 1,825 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kernadron, Saigon

Okry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Mairville, Upper Yangtze

Poche, river gunboat, 130 tons, 4 guns, 230 h.p., Lieut. Paooh, Tongku

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon

Protector, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Morten, Hongkong

Protie, sub-marine, 70 tons, 80 h.p., Lieut. Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouet, Saigon

Sax, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.

Sakouk, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon

Sauban, torpedo-depot, Commander Morten, Hongkong

Stéphan, torpedo-depot, Lieut. Bibet, Cap St-Jacques

Sigilant, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Nordlie, Sittoung

GRESMAN.

Arizona, cruiser, 2,719 tons, Captain von Flinck
Amory
Illis, gunboat, 1,090 tons, 10 guns,
Captain Lins
Jaguar, gunboat, 900 tons, 10 guns, 1,300
Captain Graf von Plessowsky-Wehner
Taku, destroyer, 280 tons, 4 guns, and 2 tor-
tubes, 6,000 h.p., Kommandant K.
(Hans) Bartram
"Torpedo boat" "Sgo," Kapitän Leut. Heyde
Tiger, gunboat, 900 tons, 10 guns, 1,300
Captain v. Koss
Teinigung, gunboat, 170 tons, 5 guns, 1,300
Captain Ross
Vaterland, gunboat, — tons, 3 guns, 500
Captain Toussaint

ITALIAN.

Calabria, protected cruiser, 2,428, tons, 26
4,000 h.p., Capitano Maris Casanovi
Jerocero
Puglia, protected cruiser, 2,498, tons, 26
7,000 h.p., Capitano Gusani Virentini
chess Leronzo

PORTUGUESE.

Patris, gunboat, 700 tons, Captain J. A. Fre
Reinha D. Amelia, cruiser, 1,600, tons, Cap
C. Lima
Vasco da Gama, cruiser, 3,032, tons, Ca
Augusto Jose da Almeida

UNITED STATES.

Albany, cruiser, 3,000 tons, O. S. Williams.
Araya, gunboat, Lieut.-Comdr, Matt
Signor
Bainbridge, destroyer, 7 guns and 2 tor-
tubes, Ensign Lloyd W. Townsend
Barr, destroyer, 420 tons, Ens. Edmund
Root
Bass, gunboat, 243 tons, Ens. J. B. Murrie
Cleveland, cruiser 3,200 tons, Comm
Hugh Rodman, Shanghai
Charleston, battleship (flagship), 9,700, to
58 guns, 21,000 h.p., Comdr. John
Gibbins, Shanghai
Chattanooga, cruiser, 3,200 tons, Comm
John D. MacDonald, Shanghai
Chancey, destroyer, 420 tons, Ens. I.
McNair
Dale, gunboat, 420 tons, Lieut. Herbert
Michener
Denver, cruiser, 3,200 tons, Comdr. Edward
Cagehart, Shanghai
Jalveston, cruiser, 3,200 tons, Comm
John A. Hoogewerf, Manila
Tefelena gunboat, 1,392 tons, Comdr. Rent
O. Bitter, Shanghai
Indodoro, gunboat, Lieut. George M. Baum
Mohican (station ship), Commander G.
Salisbury
Monterey, monitor, 4,000 tons, Lt. D. W. T.
Olompago
Nashua, transport, 1,577 tons, W. D. Pardee
New York, cruiser, 3,430 tons, Comdr. Ro
Wells
New York, cruiser (flagship), Comdr. J.
Jayne
Paraguay, gunboat, Ensign Roy L. Lowman
Pennsylvania, armored cruiser, 13,680 to
Capt. A. Word
Pomperoy, collier, 1,600 tons, James D. Linott
Porpoise, 125 tons, 160 h.p., Ens. Kenn
Whiting
Rainbow, cruiser, 6,026 tons Comdr. A.
Stott
Samar, gunboat, Ensign W. C. I. Stiles
Shark, 125 tons, 160 h.p. Ensign Theodore
Ellison
Sillaboa, gunboat, 370 tons, Lt. A. Andrew
Wilmington, gunboat, 1,900, Comdr. G.

SHIPPING IN PORT.

STEAMERS	
h.p.	ASIA, British str., 2356, H. Gaukreger, 24th Jan., San Francisco Dec, 27th Mail and General—To M. S. S. Co.
h.p.	BRAND, Norwegian str., 1234, Iverssen, 26th Jan.—Shanghai 22nd Jan., Sandwulff—Aagard, Thorsen & Co.
h.p.	CHENNAI, British str., 1350, Lloyd Jones, 30th Jan.—Shanghai 26th January, General—Butterfield & Swire.
h.p.	CHINGTUEV, Norwegian str., 1759, A. Ryd, 2nd Feb.—Saigon 28th January, Rice—Aagard, Thorsen & Co.
h.p.	CHOISING, German str., 1012, I. Bruhn, 30th Jan.—Bangkok and Swatow 27th January—Rice—Butterfield & Swire.
h.p.	CHUNHANG, British str., 1418, R. Y. Andersen, 31st Jan.—Kwanzing 29th Jan., C. men Star, Jardine, Matheson & Co.
h.p.	COWICK, British str., 3155, Jackson, 20th Jan.—Shanghai 16th Jan., Ballast—Asiatic Petroleum Co.
h.p.	DAIJIN MARU, Jap. str., 893, Y. Yamamoto, 1st Feb.—Swatow 31st January, General—Osaka Shosen Kaisha.
h.p.	DAIYA MARU, Japanese str., 1725, Nakayama, 1st Feb.—Wakamatsu 25th Jan., Coal—Mits Bishi Goshi Kaisha.
h.p.	DERWENT, British str., 1562, J. Jenkins, 2nd Feb.—Saigon 29th Jan., Rice—Man Fat.
h.p.	EMIGUS of India, British str., 5940, S. Robinson, 20th January—Vancouver 28th Dec, Mails and General—Canadian Pacific Railway Co.
h.p.	FOOKSANG, British str., 1937, T. A. Mitchell, 26th Jan.—Mojit 21st January, General—Jardine, Matheson & Co.
h.p.	HALDIS, British str., 1065, G. Solberg, 30th Jan.—Bangkok 21st January, Rice and General—Aagard, Thorsen & Co.
h.p.	HANGSANG, British str., 1356, Spencer Wilde, 27th Jan.—Shanghai and Swatow 26th Jan., General—Jardine, Matheson & Co.
h.p.	HAMOR, French str., 742, Le Chevalier, 29th Jan.—Hapong and Pakhoi 28th Jan., General—A. E. Marty.
h.p.	HELENE, German str., 771, Bendixon, 28th Jan.—Hoihow 27th Jan., General—Jensen & Co.
h.p.	HILARY, German str., 1276, Hatje, 1st Feb.—Balk Papan 24th January, General—Order.
h.p.	JOHANNE, German str., 952, M. Inland, 25th Jan.—Singapore 14th and Hoihow 23rd Jan., General—Jensen & Co.
h.p.	KASHING, British str., 1143, Levers, 31st Jan.—Chofoo 24th Jan., General—Butterfield & Swire.
h.p.	KIANGTUNG, Chinese str., 1222, H. Udden, 1st Feb.—Chinkiang 27th Jan., General—Tung Loo & Co.
h.p.	KUMBA NG, British str., 2078, W. G. G. Leask, 30th Jan.—Saigon 27th Jan., Rice and General—Jardine, Matheson & Co.
h.p.	KWANGSE, British str., 1228, P. Cole, 2nd Feb.—Chinkiang 28th January, Groundnuts—Butterfield & Swire.
h.p.	LAISANG, British str., 2225, E. J. Todd, 2nd Feb.—Singapore 27th January, General—Jardine, Matheson & Co.
h.p.	LIENSHTING, British str., 1048, Bowker, 1st Feb.—Yulu 25th Jan., Rice—Jardine, Matheson & Co.
h.p.	LINAY, British str., 1225, J. Williams, 1st Feb.—Shanghai 29th January, General—Butterfield & Swire.
h.p.	LOOKSUN, German str., 1020, W. Taubert, 27th January—Bangkok 20th January, General—

Luongmoon, German str., 1971, E. Anders,
 2nd Feb.—Saigon 29th January, Rice—
 Hamburg—Amerika Linie.
 LYVERMOON, German str., 1,925, v. Pilgrim, 2nd
 Feb.—Saigon 29th Jan., Rice—Hamburg—
 Amerika Linie.
 MACHOW, German str., 991, C. Wolff, 31st
 Jan.—Saigon 27th Jan., Rice—Order.
 MANDARAN M.T., Japanese str., 3,245, T. Ota,
 28th Jan.—Miko 22nd Jan., Coal—Mitsui
 Bussan Kaisha.
 MATHILDE, German str., 851, Chr. Uldavop,
 27th January—Haiphong and Reihov 26th
 Jan., Rice and General—Jensen & Co.
 MAYBANG, British str., 1,644, G. S. Weigall,
 27th January—Sandakan 21st Jan., Timber
 and General—Jarline, Matheson & Co.
 NAKSHIAN, British str., 1,299, A. Jones, 1st
 February—Saigon 28th January, Rice—
 Bradley & Co.
 PAKLAT, German str., 1,018, Tröh. Wenzel,
 28th Jan.—Bangkok 18th January, Rice—
 Butterfield & Swire.
 PITSANULOK, German str., 1,267, D. Doimers,
 28th January—Saigon 23rd Jan., Rice—
 Butterfield & Swire.
 PERHIA, British str., 2,744, A. Lockett, 16th
 Jan.—Manzanillo and Mexico 20th Dec.,
 General—Eng Hook Fong S.S. & Co.
 PHEUMPHEN, British str., 1,055, Jas. H. Scott,
 27th Jan.—Saigon 22nd January, Rice—
 Wo Fat Sing.
 PONGTONG, German str., 1,150, W. Betschler,
 31st Jan.—Saigon 28th January, Rice—
 Order.
 SAMEEN, British str., 1,000, W. B. Brown, 2nd
 Feb.—Chinking 26th Jan., Groundnuts—
 Butterfield & Swire.
 STRATFILLAR, British str., 2,016, D. MacPhee,
 28th Jan.—Moj 22nd January, General—
 Portland & Asiatic S.S. Co.
 TAIHSUAN, Chinese str., 1,216, R. G. Parmour,
 31st Jan.—Shanghai 28th Jan., General—
 C. M. S. N. Co.
 TAIYUAN, British str., 1,459, D. Dawson, 11th
 Jan.—Australia, Melbourne 9th Dec.,
 Frozen, Meat and General—Butterfield &
 Swire.
 TATONG, French str., 691, E. de Sahinhiac,
 1st Feb.—Wahn 26th Jan., Rice—Wo Fat
 Sing.
 TOUTARE, French str., 615, E. de Catalano,
 29th Jan.—Haiphong 27th Jan., General
 —Messageries Maritimes.
 UJINA MARU, Japanese str., 5,246, Takagi, 1st
 February—Miko 26th Jan., Coal—Mitsui
 Bussan Kaisha.
 ULV, Norwegian str., 1,234, Petersen, 29th Jan.
 —Dalny 27th January, Beans—Aagaard,
 Thorsen & Co.
 VICTORIA, Swedish str., 989, Thor. Ekerkt, 31st
 Jan.—Saigon 27th Jan., Sugar, Cotton
 and Groundnuts—J. & W. Wijk & Co.
 VESTFOLD, Norwegian str., 1,172, Berleszen,
 28th Jan.—Bangkok 18th Jan., General—
 China-Siam S. N. Co.
 WAKAMATSU MARU, Japanese str., 1,722, U.
 Aikawa, 1st Feb.—Wakamatsu 26th Jan.,
 Coal—Mitsui Bishi Goshi Kwaisha.
 WBAY CASTLE, British str., 2,717, Wm. Light-
 oller, 31st Jan.—New York, Kerosene Oil
 Standard Oil Co.
 WERU, British str., 1,227, J. Meathrel, 2nd
 Feb.—Chinking 25th Jan., Groundnuts—
 Butterfield & Swire.
 YINGCOU, British str., 1,267, Frazier, 31st
 Jan.—Amoy 30th Jan., Ballast—Butterfield
 & Swire.
 YUENSANG, British str., 1,123, P. H. Rolfe,
 31st Jan.—Manila 28th January, General—
 Butterfield & Swire.

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REVIEWS.

Self and the Other. By VICTORIA CROSS.
London: T. Werner Laurie.

Another critic has described this as "Victoria Cross" greatest book. It is certainly a fine piece of emotional writing—the best of his we have yet read. A student destined for the Indian Civil Service, whose father is in India longing for his son's success and waiting to hear the result of the final examination, falls dangerously ill, and is nursed back to health and afterwards helped to gain the first place by an Indian girl of high caste, who herself has been studying in England. They fall in love with each other; he relinquishes the position he has won, and takes up a subordinate position in the Consulate at Constantinople. As she is already married while young in India—though the marriage is not consummated—they cannot marry, but she goes with him, helps him in his work, and eventually dies of plague. The author has struck a high note of tragedy, and draws two fine characters in Narayana and Francis Heath. Literary skill is joined to poetic grace, the whole book is alive with a tender yet overwhelming and pure passion, and one regrets that poetic justice has to be sacrificed to the death of a heroine as devoted and unselfish and fascinating as this daughter of India.

Pan the Fiddler. By HALLIWELL SUTCLIFFE.
London: T. Werner Laurie.

Few writers can depict Northern moorland scenery with the power and truthfulness of Halliwell Sutcliffe. In this novel he deals with the brave but misguided attempts of the Catholics of the North of England to rescue Mary Queen of Scots from her vindictive cousin and to raise the standard of revolt against the power and majesty of Elizabeth. Of the great Queen and the statesman Cecil and the doings of the Court at a time when the greatness of modern England was being laid, we get a picturesque glimpse; but it is in making us realise how brave men could have persuaded themselves that it was possible to re-establish the power of the Church of Rome in England that the author is, at his best. Those who like to read of the clash of arms and of bygone days, will appreciate best this well-written novel, but everyone will fall in love with Pan the Fiddler and his lovely daughter, and will admire Kit Norton, the youngest of a family of brave men whose effort to rescue Mary from Bolton Castle makes the blood course more quickly in the veins of a case-hardened reviewer.

Fallen Among Thieves. By Stanley Portal Hyatt. London: T. Werner Laurie.

Mr. Hyatt, whose "Little Brown Brother" and "The Law of the Boie" must be familiar to many in Hongkong, has done better work than "Fallen Among Thieves." It is a "mystery" story, and treats of City life in London. There is swindling, murder, kidnapping, a fire, and other moving incidents, but strive as he will Mr. Hyatt is not at all convincing, and we regret that he has devoted so much ingenuity to such a purpose. The novel is by no means a failure. It has elements in it that will commend it to a large number of readers, and some of the characters are really well drawn. We are sure that we do not like one of the most insignificant of the novelist's creations—a solicitor's clerk, who regulates his tedious with sensational literature and has a passion to become an amateur detective. The hero is not agreeable and does not stir our sympathy one little bit. Whatever may be the tricks of commerce, we refuse to believe that the great business of the greatest of the world's cities is conducted by rogues devoid of any trait of upright human character. All men who have "passed" the aldermanic chair are not fools or rogues, nor are they wanting in the appreciation of the finer attributes that go to make up human life. It is because of the falsity of its motive that the story fails to appeal to us, and we would advise Mr. Hyatt to appeal to us, and to his next book and to draw upon his foreign experience for colour and incident.

The Love of Kusuma: An Eastern Love Story.

By Bal Krishna, with an Introduction by Victoria Cross. London: T. Werner Laurie.

Here we have an Indian love story written by a real Indian. In a very graceful and generous introduction Victoria Cross writes: "Here we have genius, genius that can afford to treat ridicule with contempt, blame or praise with indifference, for genius works not to satisfy man but simply in obedience to the Divine spirit that inspires it, and it is this genius which by its own strength alone, whether the path before him is smooth or stony, will carry the writer forward and place him triumphantly in the front rank of our novelists." This disclaimer is critical. We are disposed to leave it at that, contenting ourselves by saying that we have found the story agreeable and full of beautiful imagery, though we are not prepared to go the length of Victoria Cross in our estimate of Bal Krishna's greatness. "The Love of Kusuma" gives us a new point of view, love as a motive power in the Indian nature as depicted by an Indian reared in the atmosphere which his characters breathe, and as such we welcome it.

Poppy Petals. By D. R. C. Hongkong and Shanghai: Messrs. Kelly & Walsh.

The author, whose identity is hidden under the initials "D. R. C.," modestly claims that he is not attempting to add to the Literature of the nations but it can honestly be affirmed that he contributes some very interesting stories and sketches. The tales in this collection are exceedingly well written. Some are light, but not so light as to be indelicate, and the interest in the tale itself and in the personalities is retained to the end. "Watching" is a most dramatic story, written with knowledge and vigour, and adds materially to the value of the collection. The tales are certainly worth reading and the author is to be complimented on his good work.

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CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

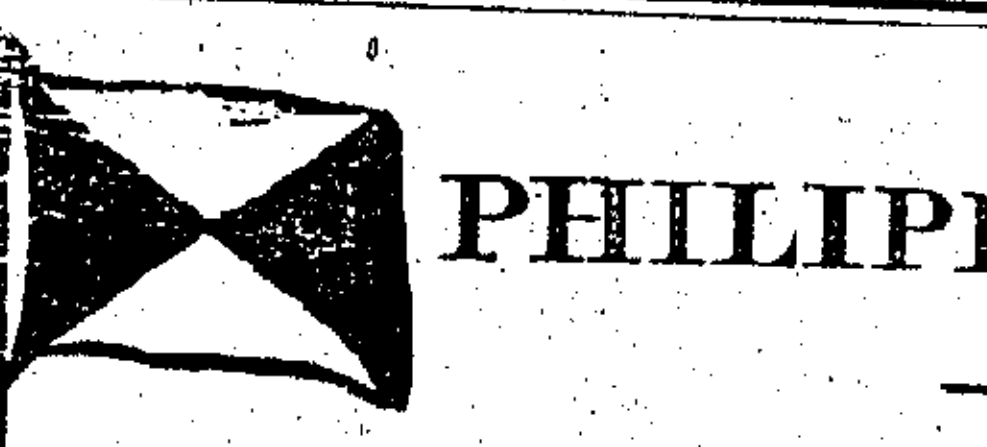
St. Peter's Church, Queen's Road West. 5th Sunday after Epiphany, 5th February, 1911. Morning Service at 11 a.m. Ven. Fr. Stanley, P.S.M., Rector; Fr. Deane, Vicar; Fr. Macfarlane, Curate; Fr. Kelly, Curate; Fr. Hyatt, Curate; Fr. Evans, Curate; Fr. Macfarlane, Curate; Fr. Kelly, Curate; Fr. Hyatt, Curate; Fr. Evans, Curate.

The Church of the "Dayspring" will call on ships carrying white crews to bring their crews ashore to the services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (K. Wilson, Police P.O. 10, 10 and 6 p.m.), returning afterwards. All the sittings are free and unreserved. Visitors welcome. Books, etc., provided. Sunday School 10.45 to 11.45 a.m.

St. Andrew's Church, Nathan Road, Kowloon. 5th Sunday after Epiphany, 5th February, 1911. Holy Communion at 8 a.m. and also at noon. Morning Service at 11 a.m. Children's Service at 3 p.m. Evening Service at 6 p.m.

St. John's Church, February 5th Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, St. John's Gospel, Epistle, Collect, and Prayer. To be sung by the choir. The choir will sing the following hymns: (1) Hymns, 82 and 458. (2) Psalm 24 verses 1, 2, 8 and 10 in unison; Psalm 25 verses 1, 2, 9 and 10 in unison; Psalm 26 verses 1 and 12 in unison. Evening Song (5.45 p.m.) Responses, Psalms, Venite, St. John's Gospel, Epistle, Collect, and Prayer. To be sung by the choir. The choir will sing the following hymns: (1) Hymns, 82 and 458. (2) Psalm 24 verses 1, 2, 8 and 10 in unison; Psalm 25 verses 1, 2, 9 and 10 in unison; Psalm 26 verses 1 and 12 in unison.

A warranted cure for all acquired or constitutional diseases from the Urinary Organs in either sex. These famous Pills also cure Gravel, Rheumatism, Gout, and all Kidney Disorders. Free from mercury. Sold by all Chemists and Storekeepers throughout the world.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	H. Mainland	Manila, Cebu & Iloilo	On 8th Feb., 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Feb., 4 p.m.

MANILA CARNIVAL.
Special reduced fare of \$50 to Manila and return (No Sea Tax) Sailing on 20th February.
For Freight or Passage apply to "SHEWAN TOMES & CO., General Managers, Hongkong, 3rd February, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of February.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 3rd January, 1911.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About 25th February.

For further Particulars apply to
MELCHERS & CO., AGENTS.
Hongkong, 2nd February, 1911.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
DELHI	8000	February 4	MANTUA	11000
ARCADIA	7000	February 18	MALWA	11000
ASSAYE	7500	March 4	MACEDONIA	10500
MARMORA	10500	March 18	(Through Steamer calling at Bombay)	
DEVANHA	8000	April 1	MOLDAVIA	10000
DELHI	8000	April 15	MONGOLIA	10000
ASSAYE	7500	April 29	MOREA	10000
DELTA	8000	May 13	MOOLTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £43.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERME DATES (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING SALOON-PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA	January	about 25
NUBIA	February	about 8
SYRIA	March	about 11
NOPE	March	about 25
PALAWAN	March	about 28
BORNEO	April	about 5
SICILIA	April	about 19
SUMATRA	May	about 31
NILE	June	about 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4

Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, & YOKOHAMA.
(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
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Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building (Opposite Blake Pier).
FRED J. HALTON,
AGENT.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR
Kobe & Yokohama

STEAMERS	TONS	TO SAIL
"PRINZ SIGISMUND"	6,000	About 7th February.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN
"DERFFLINGER"
Capt. G. MEYERS, 17,000 {Wed., 8th Feb., at NOON.

SHANGHAI, TSINGTAU, KOBE
"YORCK"
Capt. J. BANDERMANN, 17,000 {About 8th February

KUDAT & SANADAKAN
"BORNEO"
Capt. F. SEMMILL, 5,050 {Middle of Feb.

MANILA, YAP, ANGAUR, MARONN
"PRINZ SIGISMUND"
Capt. D. LENZ, 6,000 {Saturday, 25th Feb., at D'light

NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE
All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 2nd February, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.
"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. P. GROSCH.

"LUETZOW" - 17,300 - ON APRIL 5TH.
Capt. B. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. FAHNE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
Early booking recommended.
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.
Hongkong, 10th November, 1910.

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SHIPPING.

ARRIVALS.
CROSBY, British str., 1424, M. Courtney, 3rd Feb.—Shanghai 28th Jan. and Swatow 2nd Feb., General—Jardine, Matheson & Co.

DELI, British str., 4785, H. S. Bradshaw, 3rd Feb.—Shanghai 31st Jan. General—P. & O. S. N. Co.
DIOMED, British str., 3065, J. Harford, 3rd Feb.—Yokohama, General—Butterfield & Swire.

EMPIRE, British str., 2843, St. John George, 2nd Feb.—Kobe 28th Jan., General—Gibb, Livingston & Co.

HAIMUN, British str., 641, A. H. Stewart, 3rd Feb.—Swatow 2nd Feb., General—Douglas, LaPrade & Co.

ICHANG, British str., 1228, Lewis, 2nd Feb.—Chingwan 26th Jan., Coal and Nuts—Butterfield & Swire.

KHONGWAI, German str., 1115, J. Koller, 3rd Feb.—Bangkok 24th Jan., via Swatow 2nd Feb., Wood, Butterfield & Swire.

LAKHOTA, British str., 1340, H. C. D. Frampton, 2nd Feb.—Saigon 31st Jan., Rice and General—W. Fat Sing.

LANDRAT SCHEFF, German str., 1012, A. Struve, 3rd Feb.—Bangkok 24th Jan., General—Siemens & Co.

MIRAP, Dutch str., 1480, E. Udall, 2nd Feb.—Java via Singapore 28th Jan., Sugar—Order.

MYNDON, British str., 3062, J. W. Smallwood, 3rd Feb.—Suez 7th Jan., General—Butterfield & Swire.

SCARHORN, German str., L. S. Kraft, 3rd Feb.—Suez 7th Jan., General—Butterfield & Swire.

TEAN, British str., 1346, A. W. Outerbridge, 3rd Feb.—Manila 31st Jan., General—Butterfield & Swire.

YATSHING, British str., 1424, S. J. Payne, 3rd Feb.—Wakamatsu 29th Jan., Coal—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Asia, British str., for Shanghai.
Deli, British str., for Europe.
Diomed, British str., for Saigon.

Fookang, British str., for Manila.
Hanchang, British str., for Shanghai.
Hono, French str., for Haiphong.

Johanne, German str., for Haiphong.
Mathilde, German str., for Haiphong.
Myndon, British str., for Tokyo.

Slovenia, German str., for Singapore.
Yuenang, British str., for Manila.

DEPARTURES.

ARCADIA, British str., for Shanghai.
CHIEFLI, British str., for Haiphong.

CHOYANG, British str., for Canton.
FUKU MARU, Japanese str., for Moji.
HATCHING, British str., for Swatow.

Ito Maru, Japanese str., for Nagasaki.
KIANG PING, Chinese str., for Canton.
KWANGSHI, British str., for Canton.

TOUAREG, French str., for Quong-chow-wan.
WUHU, British str., for Canton.

SHIPPING REPORTS.

The British str. *Deli* reports: Fresh N.E. monsoon and overcast rainy weather.
The P. & O. str. *Tea* reports: Light Westerly winds, fine weather and smooth sea, moderate monsoon nearing the China coast.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co. str. *Mongolia* is due to arrive at this port to-morrow between 6 and 8 a.m.

THE INDIAN MAIL.
The *Apar* str. *Gregory* from Calcutta left Singapore on the 1st instant morning, and may be expected here on or about the 7th inst.

THE GERMAN MAIL.
The I.G.M. str. *York*, carrying the German Mails with dates from Berlin of the 11th ult., left Colombo on the 28th ult. p.m., and may be expected here on or about the 8th inst.

THE AUSTRALIAN MAIL.
The E. & A. str. *St. Albans* from Sydney, &c., left Port Darwin on the 30th ultimo for Timor, Manila and this port.

The N.Y.K. str. *Yusaka Maru* (Australian Line) left Thursday Island for this port via Manila on the 2nd instant, and is expected here on the 13th instant.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th ultimo at a.m.

MERCHANT STEAMERS.
The H.-A. Line str. *Sambila* left Singapore on the 29th ult. p.m., and may be expected here to-day.

The N.Y.K. str. *Bingo Maru* (Banyan Line) left Moji for this port on the 31st ultimo, and is expected here to-morrow.

The T.K.K. str. *Kyo Maru* from South American ports, arrived at Honolulu, and left for Hongkong via Japan ports, on the 4th ult.

The Mogul Line str. *Ghazee* sailed from the United Kingdom on the 5th ultimo for Hongkong via the Straits.

The "Ben" Line str. *Benlavers* from Antwerp and London, left Singapore on the 29th ultimo, for this port.

The Carlowitz & Co. str. *Ischia* left Singapore for this port on the 31st ult., and may be expected here on or about the 7th inst.

The str. *Glenelg* left Singapore on the 2nd instant, and is due here on or about the 8th inst.

The Norddeutscher Lloyd str. *Neckar* left Colombo on the 3rd ultimo, at 9 p.m., and may be expected here on or about the 9th inst.

The H.-A. Line str. *Silesia* left Singapore on the 2nd instant a.m., and may be expected here on or about the 9th inst.

The O.S.K. str. *Tacoma Maru* from Tacoma arrived at Yokohama on the 25th ult., and left for this port via Kobe and Manila on the 27th ult., and is expected to arrive here on or about the 12th inst.

The O.S.K. str. *Panama Maru* left Victoria, B.C., for this port via Japan and Shanghai on the 21st ultimo, and is due here on the 23rd inst.

THE TIENSIN LIGHTER CO., LD.
LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.
The Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of Steamers and Lighters between Taku Bar and Tientsin.
DOCK AND ENGINEERING YARD, Tientsin.
Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—
BUTTERFIELD & SWIRE, Managers, Tientsin.
Hongkong, 27th January, 1911. [243]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP	PEMBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., LD.	About 10th inst.
LONDON, &c., via USUAL PORTS OF CALL	DELI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	DELI	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 8th inst.
LONDON & ANTWERP via SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 22nd inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Lutbocke	HAMBURG-AMERICA LINE	On 2nd Mar.
HAMBURG	HELLAS	Ger. str.	k. w.	Faas	HAMBURG-AMERICA LINE	On 23rd inst.
BREMEN & HAMBURG via STRAITS, &c.	SPESIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 15th inst.
HAVEE, ROTTERDAM & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Reuss	HAMBURG-AMERICA LINE	On 5th Mar.
MAIRIE, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Bahlo	HAMBURG-AMERICA LINE	On 12th inst.
MAIRIE, ROTTERDAM & HAMBURG, &c.	SAXONIA	Ger. str.	k. w.	T. Mural	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MAIRIE, ROTTERDAM & HAMBURG, &c.	MITASAKI MARU	Jap. str.	—	E. Cope	NIPPON YUSEN KAISHA	On 15th Mar., at D'light
MAIRIE, ROTTERDAM & HAMBURG, &c.	KITANO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
MAIRIE, ROTTERDAM & HAMBURG, &c.	IYO MARU	Jap. str.	—	G. Meiners	SANDER, WIELER & Co.	On 27th inst., at 2 p.m.
MAIRIE, ROTTERDAM & HAMBURG, &c.	DREFFLINGER	Ger. str.	—	E. Tarabochia	SHAWAN, TOMES & Co.	About 14th inst.
MAIRIE, ROTTERDAM & HAMBURG, &c.	NIPPON	Aus. str.	—	W. H. Lee	JARDINE, MATHESON & Co., LD.	On 21st inst.
MAIRIE, ROTTERDAM & HAMBURG, &c.	KATUNA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 11th inst., at 7 a.m.
MAIRIE, ROTTERDAM & HAMBURG, &c.	INDRADEO	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 18th April, at Noon
MAIRIE, ROTTERDAM & HAMBURG, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at Noon
VANTOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 28th Mar., at Noon
VANTOUVER via SHANGHAI, JAPAN, &c.	TACOMA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 15th inst.
VANTOUVER via SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	—	G. B. McGill	THE BANK LINE, LIMITED	On 9th inst.
VANTOUVER via SHANGHAI, JAPAN, &c.	INARA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 21st inst.
VANTOUVER via SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 17th inst., at 1 p.m.
JAPAN, HONOLULU, MANZANILLO, &c.	KUMERIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 11th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 17th Mar., at Noon
AUSTRALIAN PORTS via MANILA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 11 a.m.
AUSTRALIAN PORTS via MANILA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	About 7th inst.
KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at 8 a.m.
KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI via SWATOW, AMOY & FOCHOW	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at 3 p.m.
NAGASAKI, KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
JAPAN	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Midnight.
CHINKIANG	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 9th inst., at 4 p.m.
SHANGHAI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	About 8th inst.
SHANGHAI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	About 9th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	Middle of Feb.
SHANGHAI, MOJI & KOBE	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	About 25th inst.
SHANGHAI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch
SHANGHAI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at 8 a.m.
ANPING via SWATOW & AMOY	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 10 a.m.
TAMSUI via SWATOW & AMOY	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
AMOY & SHANGHAI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 10 a.m.
SWATOW	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
SWATOW, AMOY & FOCHOW	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at 11 a.m.
MANILA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
MANILA, ILOILO & CEBU	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at 4 p.m.
MANILA, ILOILO & CEBU	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at 4 p.m.
MANILA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
MANILA, CEBU & ILOILO	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
SANDAKAN	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst., at 4 p.m.
KUDAT & SANDAKAN	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
BOMBAY via SINGAPORE & PENANG	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	Middle of Feb.
BOMBAY via SINGAPORE & PENANG	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst.
SINGAPORE, PENANG & CALCUTTA	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Noon
WEIHAIWEI	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon
BATAVIA, CHEERIBON, SAMARANG, &c.	AMERICA MARU	Am. str.	—	—	NIPPON YUSEN KAISHA	On 9th inst., at Noon

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalan.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(via Kwang-chow Wang).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 a.m.

Arrives Haiphong on FRIDAY, at 2 p.m.

1st and 2nd Classes on Board.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s Agent.

Hongkong, 3rd January, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPRESS OF INDIA" Sat., 11th Feb.

"EMPRESS OF JAPAN" Sat., 11th Mar.

"EMPRESS OF CHINA" Sat., 8th April

"MONTEAGLE" Tuesday, 18th April

From St. John, N.B.

"EMPRESS OF IRELAND" Fri., 10th Mar.

"EMPRESS OF IRELAND" Fri., 7th April

"EMPRESS OF IRELAND" Fri., 5th May

From Quebec.

"ALLEN LINE" Friday, 26th May

"EMPRESS OF BRITAIN" Fri., 16th June

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate (on Steamers) 443 245. and 1st Class Railway 243 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. U.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE

via SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	6,232	G. B. McGill	15th February.
LUCERIC	6,500	J. Mathie	9th March.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE, No. 780.

Hongkong, 4th February, 1911.

"SHIRE" LINE OF STEAMERS, LTD

For LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"
Capt. E. Hayes, will be despatched as above about 10th February.

The attention of passengers is directed to the excellent accommodation afforded by this Steamer at Cheap Rates. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 27th January, 1911. [124]

HONGKONG TO NEW YORK.

AMERICAN & MANCHURIAN LINE
For NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"KATUNA," On or about 14th February.
For freight and further information, apply to—

SHEWAN, TOMES & Co., Agents.
AMERICAN & MANCHURIAN LINE.
Hongkong, 25th January, 1911. [250]

VESSELS ON THE PERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELI."

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., TO-DAY the 4th February, 1911, at Noon, taking passengers and Cargo for the

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 4th Feb.	See Special of Call
LONDON and ANTWERP	NUBIA	About 8th Feb.	Freight and Passage.
ANG. COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	Feb.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	About 9th Feb.	Freight and Passage.
SHANGHAI	Capt. G. Phillips	Feb.	
LONDON and ANTWERP	CANDIA	About 22nd Feb.	Freight only
ANG. COLOMBO, PORT SAID and MARSEILLES	Capt. W. R. Hickey	Feb.	

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th February, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI	"WENGCHOW"	On 4th Feb., 4 p.m.
SHANGHAI	"CHENAN"	On 4th Feb., 4 p.m.
MANILA, ILOILO & CEBU	"TEAN"	On 7th Feb., 4 p.m.
SHANGHAI	"KANSU"	On 11th Feb., 4 p.m.
CHINKIANG	"SUNGKIANG"	On 14th Feb., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE SHANGHAI LINE
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

[10]

INDO-CHINA S. NAV. CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 4th Feb., Noon.
MANILA	"YUENSANG"	Saturday, 4th Feb., Noon.
SANDAKAN	"YUENSANG"	Tuesday, 7th Feb., Noon.
SHANGHAI	"KWONGSANG"	Thursday, 9th Feb., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 9th Feb., Noon.
MANILA	"LOONGSANG"	Saturday, 11th Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS

[5]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 7th Feb., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 5th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

[9]

HAMBURG-AMERIKA LINIE

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South America Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOREA & YOKOHAMA:	FOR HAMBURG:
S.S. SAMBLA ... 5th Feb.	S.S. HELLAS ... 9th Feb.
S.S. SILESIA ... 10th Feb.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. PREUSSEN ... 27th Feb.	S.S. SAXONIA ... 12th Feb.
S.S. RHEINFELDS ... 12th March	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA ... 22nd March	S.S. SEGOVIA ... 15th Feb.
S.S. SUEVIA ... 7th April	FOR BREMEN & HAMBURG:
S.S. BAYERN ... 20th April	S.S. SPEZIA ... 23rd Feb.
S.S. ARABIA ... 3rd May	FOR ROTTERDAM & HAMBURG:
	S.S. LIBERIA ... 2nd March.
	FOR HAVRE ROTTERDAM & HAMBURG:
	S.S. SAMBLA ... 5th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd February, 1911.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Murai	9,000	WED'DAY, 15th Feb., at Daylight
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 1st March, at Daylight
	IYO MARU Capt. B. Takeda	7,000	WED'DAY, 15th March, at Daylight
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 25th Feb., from KOBE
VICTORIA B.C. & SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
	INABA MARU Capt. K. Kawa	7,000	TUESDAY, 28th March, at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 17th Feb., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 17th March, at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 7th February
SHANGHAI, KOBE and MOJI	HAKATA MARU Capt. A. Mooker	7,000	WED'DAY, 15th February
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekino	5,000	WED'DAY, 15th Feb., at Noon
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 16th Feb., at 11 A.M.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON VIA SUEZ CANAL.

To London, per New Steamer.

To Pacific Coast Common Points:

To London via New York:

via St. Lawrence:

To Pacific Coast Common Points:

To London via New York:

via St. Lawrence:

To Pacific Coast Common Points:

To London via New York:

via St. Lawrence:

To Pacific Coast Common Points:

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To London via New York:

via St. Lawrence:

To Pacific Coast Common Points:

FOR SALE!

STRONG STEEL-PLATED SAFES
OF THE FAMOUS GERMAN FACTORY

"OSTERTAGWERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM
\$22. up to \$150.The Safes may be seen at any time in the Offices of the Sole
Representative:**HUGO C. A. FROMM,**

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51.3]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Mongolia, with the American Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Manila, Singapore, Penang and Calcutta	Yuenang	Saturday, 4th, 10.00 A.M.
Haiphong	Hanoi	Saturday, 4th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Asia	Saturday, 4th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Delhi	Saturday, 4th, 11.00 A.M.
Takao	Myrmidon	Saturday, 4th, 1.00 P.M.
Manila	Yuenang	Saturday, 4th, 1.00 P.M.
Amoy and Shanghai	Sui Tai	Saturday, 4th, 1.15 P.M.
Singapore	Wenchow	Saturday, 4th, 3.00 P.M.
Swatow	Phuapoh	Saturday, 4th, 3.00 P.M.
Swatow	Helen	Saturday, 4th, 5.00 P.M.
Shanghai SIBERIAN MAIL TO EUROPE	Chenow	Saturday, 4th, 5.00 P.M.
Swatow	Haimun	Sunday, 5th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daijin Bay	Sunday, 5th, 9.00 A.M.
Jessellton, and Sandakan	Manang	Monday, 6th, 11.00 A.M.
Macao	Sui Tai	Monday, 6th, 1.15 P.M.
Fort Bayard	Sui Tai	Tuesday, 7th, 8.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 7th, 10.00 A.M.
Sandakan	Manang	Tuesday, 7th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 7th, 1.15 P.M.
Manila, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Taiwan	Tuesday, 7th, 3.00 P.M.
Manila, Hilo and Cebo	Taiwan	Tuesday, 7th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Empire	Wednesday, 8th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Derflinger	Wednesday, 8th, 10.00 A.M.
Manila, Cebu and Hilo	Zafra	Wednesday, 8th, 3.00 P.M.
Singapore, Penang and Calcutta	Laiyang	Thursday, 9th, 11.00 A.M.
Shanghai	Laiyang	Thursday, 9th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)	Empress of India	Friday, 10th, 4.00 P.M.
Davao, Cheribon, Samarang and Sourabaya Chiangiang	Tibodas	Saturday, 11th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Oceanien	Saturday, 11th, 2.00 P.M.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.
HALL'S SANITARY WASHABLE DISTEMPER
HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.
It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.
It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.
It is washable three weeks after being applied.
It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.
It is non-poisonous and clean in working.
It destroys flies, bugs, and other objectionable insects.
Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

TO-DAY

NOON—Tenth Ordinary Meeting of The Hongkong Land Reclamation Co., Ltd.

FORTHCOMING EVENTS.

Monday, 6th Feb.—Auction of Crown Land at Public Works Dept., 3 P.M.
Saturday, 11th Feb.—Ordinary Annual General Meeting of Hongkong Estate & Finance Co., Ltd., at Hongkong Hotel, 11.30 A.M.
Tuesday, 21st Feb.—Eighty-Ninth Ordinary Half-Yearly Meeting of H.K. C. M. Steamboat Co., Ltd., Noon.
Wednesday and Thursday, 1st and 2nd March.—Annual Show of Hongkong Horticultural Society, in the Botanic Gardens.

OPIUM.

January 20th.

Quotations are—	
Malwa New	\$2,503/2533 per picul.
Malwa Old	\$2,549/2563
Malwa Older	\$2,570/2583
Malwa V. Old	\$2,590/2600
Persian fine quality	\$1,400/1,500
Persian extra fine	\$2,000
Patna New	\$2,675 per chest.
Patna Old	\$2,650
Banaras New	\$2,620
Banaras Old	

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

February 3rd.

ON LONDON—	
Telegraphic Transfer	193
Bank Bills, on demand	193
Bank Bills, at 30 days' sight	193
Bank Bills, at 4 months' sight	193
Credit, at 4 months' sight	193
Documentary Bills 4 months' sight	193
ON PARIS—	
Bank Bills, on demand	226
Credit, at 4 months' sight	230
ON NEW YORK—	
Bank Bills, on demand	43
Credit, at 60 days' sight	44
ON HONGKONG—	
Telegraphic Transfer	133
Bank, on demand	133
ON CALCUTTA—	
Telegraphic Transfer	133
Bank, on demand	133
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA—	
On demand—Pesos	87
ON SINGAPORE—	
On demand	76
ON HAIIPHONG—	
On demand	14
ON SAIGON—	
On demand	1
ON BANGKOK—	
On demand	86
SOVEREIGNS, Bank's Buying Rate	\$1.15
GOLD LEAF, 100 fine, per tael	\$7.60
BAR SILVER, per oz.	24

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 3RD, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$92.
National Bank of China, Limited	99,925	\$7	\$6	\$89.10/
Bank of China, Limited	8,604	\$126	\$126	\$8, sellers
Bank of Communications, Limited	60,000	\$12	\$12	\$9.
China Bank, Limited	50,000	\$10	\$10	\$9.
China Light and Power Company, Limited	50,000	\$1	\$1	\$95 ots. buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7 1/2 div. sellers
COITON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 53.
Loan-Kang-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$6	\$174, buyers
DOCK AND WHARVES.				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$534, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$6.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 100.
Feenick & Co., Limited	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$34, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$103, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$150, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$184.
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$35.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$365.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 16', sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$825.
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$207.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$97, x d. sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$35, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 98.
West Point Building Co., Limited	12,500	\$50	\$50	\$43, x d. buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$13.
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$18, sellers
75,000	\$10	\$10	\$10	\$8.
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$112, sellers
Lee Sang Sugar Refining Co., Limited	7,000	\$100	all	\$18, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$77, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$17, sal & buy.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$314, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$6, L'doc
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$90.
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$5	\$12.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25.
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
W. Powell, Limited	15,000	\$7	\$7	\$23.
Watkins, Limited	90,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	96,000	\$10	\$10	\$53, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$113, sellers
United Steamboat Co., Limited	100 fiders	\$10	\$10	\$300.
	50,000	\$10	\$10	\$74, sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 757,200	Tls. 250	7% p. annum	Par.

HONGKONG TIDE TABLE.

From February 4th to 10th, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Sat.	4	1 16	4 9	6 51	1 5
Sun.	5	2 1	5 2	6 27	3 0
Mon.	6	1 52	5 2	7 44	3 1
Tues.	7	2 53	5 6	9 24	2 9
Wed.	8	3 50	6 0	11 13	2 5
Thurs.	9	4 50	6 4	1 38	3 4
Fri.	10	5 49	6 8	0 37	1 8
		6 46	7 2	0 34	1 2
				0 0	3 7

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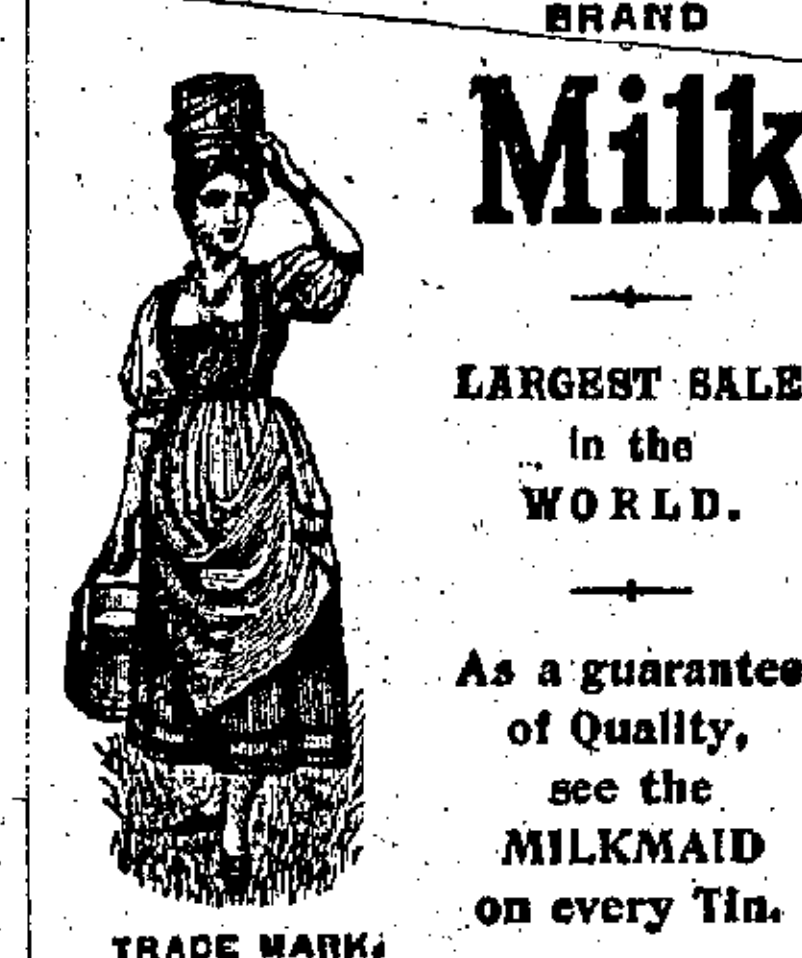
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"EXCELLENCE"

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CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
MAN HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
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servant, Mr. Atkinson, Mr. Dean, Mr. Ching, Mr.
Taylor, Mr. Hale, Sub-Lieut. Palmer, Brother
Louis, Mr. and Mrs. Woods, from Yokohama,
for Dombay, Mr. Tala, for Marseilles, Mr.
Schatz, for London, Mrs. Lukis and child,
from Kobe, for Singapore, Mr. Kraus; from
Shanghai, for Singapore, Mr. K. Ward; for
Penang, Miss Smedley and Mr. Webster; for
Colombo, Mr. Jackson and servant; for Bom-
bay, Mr. Sargosa, for Marseilles, Mr. and Mrs.
Corben, Mr. Lamb, Mr. and Mrs. Barlow, Mr.
and Mrs. Hayward and child; for London, Sir
Pelham Warren and Miss Warren, Mr. and Mrs.
Goodrich, Miss Martin, Mr. and Mrs. Grace and
2 children.

DEPARTED.
Per Iyo Maru, for Japan, Capt. P. Vicharn,
Mrs. Crankenthorne, Mrs. Williams, Mrs. Goff,
Lieut. Chan, Mr. Khoo Chumnam, Mr. Khoo
Yothai, Capt. Baron K. Abe, Mr. P. A. Garden,
Mrs. Miss and Master McDowall Mrs. K. Teut-
sui, Mr. T. Natsunoto, Mr. Z. Unno, Mr. and
Mrs. J. Meyer, Messrs. M. Kono, S. Kobayashi,
I. Matsuo, T. Toyoshima, Y. Ishizaki, T. Ma-
sumoto, T. Yanagai and D. W. Merchant.

STEAMERS PASSED THE CANAL.
January 3rd—Benlaw, Glenesh, Sambia,
Syria. 6th—Dedouan, Indrapura. 10th—
Dennah, Camarconshire, Iyo Maru, Myrmi-
don, Vorwarts, Silesia. 13th—Peking, Prom-
etheus. 17th—Ambra, Aragonia. Bandoran,
Nore, Yeddo, Yorch, Nechor. 20th—Canton,
Ningchow, Peiho, Paleus, Sikh. 24th—Albenga,
Breconshire, Ghazee, Komany St, Tonkin, Alasia,
Glenfarg, Hiraio Maru, Kawachi Maru. 27th—
Alcinous, Mayone, Ningchow, Pak Ling, Ville
de la Ciotat, Arabia. 31st—Bengloo, Ceylon,
Koranna, Glamorganshire, Palawan.
ARRIVALS AT HOME.
January 31st—Chariton, Sithonia.

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Hongkong, 4th October, 1909.

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